

CANADIAN WHEAT VIA PANAMA.

CANADA

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

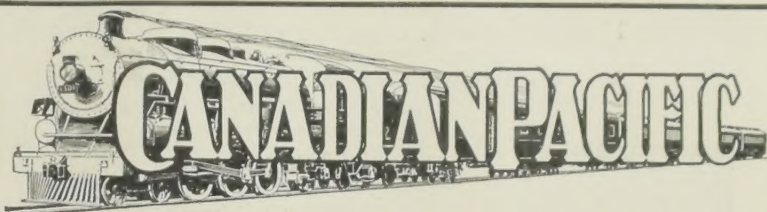
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CANADA

No. 794. SATURDAY, MARCH 26, 1921.

Vol. LXI.

9^D WEEKLY

THE INDIANS OF CANADA. (See page 367.)



Photograph]

TEMAGAMI SQUAWS AND PAPOOSES ON THE SHORE OF TEMAGAMI LAKE, ONTARIO.

[R. R. Sallows.

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The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

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MR. BONAR LAW.

CANADIANS share to the full the general regret felt throughout the Empire at the resignation of Mr. Bonar Law from the Cabinet and the sympathy expressed on all sides with him in his ill-health. Although Mr. Bonar Law left Canada for Scotland when he was but a youth, he has always retained a strong affection for and interest in his native country. The very fact of his being born in the great Dominion and his having spent his boyhood there has given him a width of Imperial outlook and a knowledge of the needs and aspirations of the Empire as a whole that have stood him in good stead as a member of the Cabinet, both in war and in peace. It is specially to be regretted that his retirement deprives the coming meetings of the Imperial Cabinet of his sagacity and his experience.

To both his personality and his public services many worthy tributes have been paid within these past few days. Two Canadians who have enjoyed his intimate friendship have voiced their feelings in terms which their fellow-countrymen will fully appreciate. Sir Robert Borden, speaking as one who has had an exceptional

opportunity of realising and appreciating his public service during the years of strife and agony through which we have passed, says truly: "No spirit more unselfish, no self-sacrifice more complete, and no patriotism more earnest and devoted can be found in the record of any statesman within our Empire during that period; and to these great qualities he added the conspicuous ability and untiring energy that rendered his service second to none." Lord Beaverbrook, who has for long been on the closest terms of intimacy, both personally and politically, with Mr. Bonar Law, says of him that his "public and external attributes, his dialectic, his passion, his loyalty seemed to be based on, and yet irrelevant to, some single quality of character which can only be called an intense and sphinx-like straightforwardness." This somewhat paradoxical personality of his is described by the *Times* as "solid rather than brilliant, convincing by force of argument rather than magnetically persuasive, and strong by reason of personal loyalty to friends and colleagues rather than by dynamic quality."

That representative Canadian newspaper, the *Montreal Gazette*, describes Mr. Bonar Law as the greatest statesman Canada has given to the Motherland, and says: "The Empire can ill afford at this critical time to lose a man of such wise counsel, such brilliant gifts, and such sterling honesty of purpose." It is because of his possession of these qualities in so eminent a degree, and likewise because of his lovable personality, that men of all parties throughout the Empire are as one in regretting Mr. Bonar Law's enforced retirement, and in trusting that in course of time his health will be restored sufficiently to enable him to return to public life.

—* *—

THE CATTLE EMBARGO.

THE very strong feeling aroused over this question has by no means been assuaged by the promise of its investigation by a Royal Commission. The arguments of some of the advocates of the embargo are not easy to follow. The fact that Canadian herds enjoy a clean bill of health does not prevent the suggestion from being made that these healthy cattle may, during the time they are on board ship, contract the diseases which justify an embargo. We should be very much surprised if any acceptable evidence is produced at the Royal Commission to substantiate this suggestion.

The long border line between the States and Canada is referred to as indicating the ease with which unhealthy American cattle could cross the frontier. As the health of Canadian herds has not suffered from this contingency in past years, the bitterness of the fight by the breeders to protect their monopoly is apparent. One of the protagonists claims that although there will be a scarcity of stores for the graziers for the next two years, by 1923 the domestic herds will exceed the 1916 figures, which amounted to over 12,000,000, and the proportion of stores to milk animals will then be more normal. From the vehemence of some of the letters in the Press, it would appear that breeders greatly fear the entry of live cattle from Canada, because it would reduce the market price of their own stores, and yet it is insistently argued that the maximum number that Canada could send over would be so small a percentage, in comparison with the domestic supply, that their import must be negligible in regard to price reduction.

The testimony collected by the Royal Commission will, it is hoped, result in establishing a few basic facts, and when the borey of infection has been dealt with the general public will be able to concentrate their minds on the really important question whether the importation of live cattle from Canada would substantially reduce the cost of home-killed beef, and whether their entry would be seriously damaging to the breeding interests or not.

—* *—

NOTES OF THE WEEK.

Empire Partnership.

Judging by the short cabled report of the recent speech of the Premier of New Zealand, in which he discussed Imperial problems, his views seem to be more defined than those of some other Dominion statesmen. He sees the difficulties

of an Imperial Parliament, even if such a body were desirable, but he apparently does look forward to an Imperial Executive functioning through a recognised Empire organisation. This Executive should, he thinks, meet at least bi-annually, and would be responsible for foreign policy, treaties and declarations of war and peace. How members of such an Executive would keep in touch with their respective constituents might present some difficulties, but that such responsibilities are faced and accepted by Mr. Massey may give a lead to his brother Premiers.

Mr. Massey put himself on record as valuing for New Zealand its partnership in the Empire above its membership in the League of Nations. In this we agree with the New Zealand Premier, but there are many, if not in his Dominion, certainly in Canada, who at present are inclined to attach more value to the international status than to partnership in the Empire.

* * *

Unemployment in Canada.

In view of the alarmist statements which have obtained publicity in some quarters in the Mother Country as to the prevalence of unemployment in Canada, the figures which we publish on another page are particularly important. They are based upon an official return issued by the Department of Labour, Ottawa, which shows that in the middle of January there were only about 10 per cent. unemployed of the total number of labourers engaged in the industries furnishing returns. Making due allowance for the other industries, the percentage of unemployed for the total population of Canada works out at the extremely small figure of .8, as compared with 2.3 in the case of Great Britain and 2.7 in the case of the United States.

One reason for the smallness of this percentage, as the Royal Bank of Canada points out, in commenting upon these figures, is the large proportion of agriculturists in Canada as compared with the other two countries. On the other hand, however, there is always a larger proportion of seasonal unemployment in Canada. It is only necessary, therefore, to call attention to these figures to show how utterly unfounded are the statements that have been made with a view to prejudicing emigration. There is certainly no evidence in them to give rise to any doubt as to the soundness of Canada's present or future.

* * *

A "Canada Products" Campaign.

At the same time, the volume of unemployment in Canada during the past winter has been unusually large for the Dominion. Canada could not hope to escape the influences of the world-wide conditions brought about by the war. As Sir Henry Drayton put it, in reviewing the situation in a speech this month: "An era of over-production and extravagant buying culminated last summer and was succeeded by an extreme swing of the pendulum to a period of restricted production and an almost entire absence of public buying. The result has been a condition of relative unemployment and industrial stagnation."

Canadian statesmen and other public men can, of course, only offer the same advice as is being given in the case of other countries. Only in greater economy and greater production is a remedy to be found. Sir Henry Drayton recommends as a means of relieving the economic situation, stimulating Canadian industry, and improving the depreciated value of the Canadian dollar, a campaign of purchasing Canadian products, grown and manufactured, where possible to obtain, in place of imported goods. The Minister of Finance believes that if an effort were made on the part of the Canadian producer for efficient and cheaper production, the trade situation in Canada would quickly right itself and the country return to a greater prosperity than in the past.

* * *

Wheat from Vancouver.

The consignees of the big wheat shipment from the Prairie Provinces via Vancouver and the Panama Canal, which arrived in London last week, have reported that never was any shipment landed in better condition, while millers and merchants on the London Corn Exchange speak highly of the quality of the grain. Details of the interesting voyage

of the big Diesel motor-engined vessel, which brought the cargo, will be found on another page.

It is significant that Mr. Johnson, one of the partners in the Anglo-Swedish firm which owns the *Buenos Aires*, and who has made the round voyage in the vessel, endorsed the opinion recently expressed at Glasgow by Sir Thomas Fisher, manager of the Canadian Pacific Ocean Steamships, to the effect that motor engines and oil fuel will be the great factors in the future development of big ocean passenger vessels as well as in cargo transportation. To steam 12 knots on a daily consumption of 10½ tons of oil, as the *Buenos Aires* has done, means much, for she is a vessel 440 ft. long and 56 ft. beam. The saving of engine space is great, quite apart from that of oil tanks as compared with coal bunkers. At present, however, there are not a great many ports where the facilities for "oiling" equal those for "coaling." For instance, the big Canadian Pacific *Empress of Britain* has to put into Halifax en route from St. John to Liverpool, solely in order to replenish her store of oil fuel. Mr. Johnson, the owner of the *Buenos Aires*, gives us a good idea of what a factor in the development of ocean traffic to and from the Pacific Coast would be the oil recently discovered in Western Canada if it were made available in tanks at the port of Vancouver.

* * *

The Panama Route.

The value of the Panama route for the transportation of grain and other produce from Alberta and British Columbia is only now beginning to attract the attention which it would assuredly have been given if the war had not broken out so soon after the Canal was effectively open to traffic. In confirmation of the points made by the energetic Agent-General of the Province, Mr. Wade, when he spoke of this voyage of the *Buenos Aires* as an "historical event," we may quote the opinion of Professor F. B. Vrooman, who, speaking before the Royal Colonial Institute in April, 1914, on "The Economic Effect of the Panama Canal on Western Canada," said, "The Alberta farmer is located about 1,300 miles from Fort William and Port Arthur, the great lake ports, and nearly 3,000 miles from an Atlantic sea port; a freight car can make the trip from Vancouver in the same time it would make one to Fort William." In the same address he made elaborate calculations as to comparative freight costs, but, inasmuch as the war has supervened and placed all freight rates on an abnormal basis, his 1914 calculations can be ignored. We must await the lessons of experience under the altered conditions. Professor Vrooman emphasised the fact that the arable land of Pacific Canada totalled some 333,000,000 acres as against 160,000,000 acres in Atlantic Canada, and he went on to prophesy that Vancouver would eventually become "the Metropolis of the British Empire on the Pacific Coast."

No doubt, when normal conditions regarding railway and ocean freight rates are nearly restored, we shall have better opportunity of comparing the shorter rail, longer sea, Panama route with the longer rail, shorter sea, Atlantic route from the Western Provinces. Much will also depend upon the amount of outward cargo that can be secured to support a regular line of direct steamships between Vancouver and British ports. It is noticeable that the Johnson Line, which operates many other Diesel-engined vessels, does a good business en route at the Eastern and Western ports of South America. It is a truism to say that the ship which has paid its way on the outward voyage can offer the cheapest rate back.

* * *

Edmonton and the Flag.

The attitude of the Council of the London suburb of Edmonton towards the Union Jack is quite unworthy of it. The Council has decided not to fly the flag above the Town Hall and the local schools on Empire Day. We are sure the views of the residents on the subject are better represented

On and after March 31 the address of the offices of "Canada" will be: 110, St. Martin's Lane, London, W.C.2. (close to Trafalgar Square).

by the ex-Service men, who decided to organise a procession of 10,000 to march to the Edmonton Town Hall, in order to ask the Council to reconsider its decision. Should the Council again refuse to fly the Union Jack at the schools it is proposed to ask the mothers of Edmonton to keep their children away from school on Empire Day as a protest.

The people of Canada's Edmonton will watch the effect of the protest with interest. They are entitled to claim a very close concern in the matter. From the top of a high flag-post in the capital of Alberta, in front of the Great War Veterans' Memorial Hall, there floats a Union Jack presented to the school children of the Canadian Edmonton by the boys and girls of the English Edmonton. We are sure the English children are as proud of their share in the flag as the Canadian children are. And no one who was present at the unfurling of the flag last summer is likely to forget the scene, to which the attitude of the Edmonton Council presents such a contrast.

THE YEAR'S ESTIMATES.

The main estimates presented in the Dominion Parliament for the fiscal year beginning on April 1 indicate a total expenditure during the coming twelve months amounting to \$582,000,000, out of which charges on account of the Public Debt reach \$143,000,000. The railway vote is \$140,000,000; Pensions, \$31,900,000; Naval Service, \$3,726,000; Soldier Land Settlement, \$35,000,000; Soldier Civil Re-establishment, \$19,302,000; and the demobilisation vote, \$7,777,000. For the Canadian Minister to Washington there is voted, \$60,000; for the Air Board, \$1,625,000; and for Militia Services, \$11,890,000.

FAREWELL MESSAGE FROM DR. CREELMAN.

Dr. G. C. Creelman, the retiring Agent-General for Ontario, has sent us the following farewell message:—

"For the past nine months I have been Agent-General for the Province of Ontario. During that time I have made so many friends that I shall not be able to write them all personal letters to thank them for their many kindnesses to me. The people of Great Britain are noted all over the world for their hospitality, for their fair-mindedness, and for playing the game. I have found that they deserve this reputation, for both my family and myself have been hospitably received and entertained since the first day of our landing.

"I am returning to Canada now to take charge of a large co-operative work among farmers, and if at any time I can be useful to any citizens of Great Britain I shall be very glad if they will write to me, care of the Village Inn, Grimsby, Ontario."

ST. PATRICK'S DAY IN CANADA.

St. Patrick's Day passed off throughout Canada without disturbances, although there were celebrations in many large centres by Irish citizens of Canada (says the Montreal correspondent of the *Daily Telegraph*).

Bishop Fallon, of the Catholic diocese of London, Ontario, in an address in the Cathedral of London, strongly condemned British rule in Ireland, which country he recently visited.

Reference to Ireland's anniversary was made at the Legislative Assembly at Quebec, when the Premier, the Hon. L. A. Taschereau, moving the adjournment, extended the best wishes to the Irish people, who were an important factor in the life of the Province. He hoped the troubles in Ireland would soon be ended, and the country again enjoy happiness and prosperity. Mr. Arthur Sauve, Leader of the Opposition, seconded the motion, and said that, while French-Canadians were loyal citizens of the Empire, they expressed regret at the present position of affairs in Ireland, and hoped the differences between England and Ireland would soon be settled, giving Ireland entire justice without detracting from the glory and prestige of England. A similar reference was made in the Upper House of the Quebec Legislature.

OBITUARY.

Mr. Martin Joseph Griffin, C.M.G., LL.D., whose death is reported from Ottawa, was, from 1885 until his recent resignation, one of the Librarians of the Dominion Government in Parliament Buildings. He was a native of St. John's, Newfoundland, who went to Canada in 1854, and was admitted to the Bar in 1868. He became one of the best known journalists in the Dominion, first with the *Halifax Chronicle* and later as editor of the *Dail and Empire*, Toronto. His weekly contribution ("At Dodsley's") was for many years a notable feature of the *Montreal Gazette*; and he contributed to *Blackwood's*, the *Forum*, and other well-known publications. Mr. Griffin, who was in his 69th year, married a daughter of the late Mr. William Starratt, of Liverpool, N.S.

BONAR LAW.

By Sir George A. Touche, Bart.

Through fateful days when all that men held dear
Swayed in the balance, and this ancient State
With perils dire was circled, while the hate
Of ruthless foes wrought on the anxious fear
Of those of little faith, who could not bear
How Britain's heart beat true and dedicate,
He steadfast stood, all thoughts subordinate
To one great task through each long tragic year.

Now, worn with toiling for his country's weal,
Heedless of self, though sorrows bruised his soul,
He seeks a little rest, and all men feel
No name upon the nation's hero roll
Is more beloved than his who sought no prize,
But gave his all in loyal sacrifice

—Daily Express.

POPE AND QUEBEC ROMAN CATHOLICS.

Mr. W. J. Maguire, a veteran of the Fourth Estate, is in London, on his way home to Quebec after a prolonged tour of the Continent.

During his visit to Rome, Mr. Maguire, accompanied by his nephew and niece, Mr. and Mrs. J. W. Martin, and Mr. and Mrs. Magella Madden, was received by the Pope in private audience. His Holiness expressed to Mr. Maguire his appreciation of the loyalty of Canadian Roman Catholics to the Holy See, and showed quite an interest in Canadian affairs. The Pope spoke in a most kindly manner of the venerable Cardinal of Quebec, for whom he entertains a special regard amongst the members of the Sacred College, as they were created Cardinals on the same day, and it was Cardinal Bogen, at the suggestion of his Holiness, who delivered the address at the Consistory held on the occasion.

Mr. Madden thanked the Pope for the honour he recently conferred on his father, Mr. Martin Madden, M.P. for Quebec West, who has been created a Knight of Saint Gregory.

NEWFOUNDLAND SEALERS' BAD LUCK.

The Newfoundland sealing fleet, which has been out for ten days, is unable to find the herds, owing to heavy ice (says *Reuter's St. John's correspondent*, cabling on March 20). The total failure of the industry is feared.

"PUSSYFOOT" IN ONTARIO.

The Minister of Militia has overruled the Commanding Officer at Windsor, Ont., who refused "Pussyfoot" Johnson the use of the Armoury there to deliver an address (says the *Ottawa correspondent of the Times*).

In the House of Commons Capt. Power (Liberal) asked Mr. Guthrie, the Solicitor-General, if the presence of Mr. Johnson in Ontario was not a violation of a clause of the Dominion Elections Act prohibiting foreign agitators from taking part in Canadian elections, and whether, consequently, the Minister of Militia was not aiding in a contravention of the law. Mr. Guthrie said he believed there was such a clause in the Act, and he would enquire into the matter.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or 8s. for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

FOGGO.—At Winnipeg, on March 12, to Mr. and Mrs. J. Gordon Foggo, a son.
LEVICK.—At the General Hospital, Vancouver, B.C., on February 23, the wife of R. W. Levack, of a daughter.
LORIMER.—At Delacour, Alberta, on February 14, the wife of Keith Lorimer, of a daughter.
THOMSON.—At Fort William, Ontario, on March 15, the wife of J. W. Thomson, second son of John Thomson, 4, Airie Place, Edinburgh, twin boys.
WATT.—At Brandon, Manitoba, on March 3, to Mr. and Mrs. A. Watt (née Nelly Durward), a daughter.

MARRIAGES.

MITCHELL INNER-COOKE.—On March 17, at St. Mary's Church, Swansea, Peter Campbell Mitchell Inner, son of Mr. and Mrs. A. C. Mitchell Jones, to Katherine, eldest daughter of A. B. Cooke, B.A., Ph.D. (American Consul), and Mrs. A. B. Cooke, 1, Gwydr Gardens, Swansea.

DEATHS.

GORE.—On March 16, at Oldfield House, Maidenhead, Catherine Louise, widow of Major James Arthur Charles Gore, 71st Highland Light Infantry, and daughter of the late Col. John Basaigret, of Halifax, Nova Scotia, in her 89th year.
MELVILLE-FRASER.—At Edmonton, on February 21, Helen (Nellie), wife of Allan Melville-Fraser, of Sexsmith, Alberta, and youngest daughter of the late James Campbell, butcher, Hillhead, Glasgow, in her 24th year.
PERKINS.—On Monday, March 14, at Buckley, Kent, Cyrus Francis Perkins, formerly of Petrolia, Ontario, and of Stryl, Poland, in his 69th year.

IN MEMORIAM.

GRAVES.—In memory of Geoffrey Graves, Lt. and Inf. Officer, 1st Canadian Mounted Rifles, killed on duty at Hoge on March 12, 1916, aged 22.
"Only remembering love knows all he gave."

A CANADIAN LETTER: FROM OUR OWN CORRESPONDENT.

The Coming Budget—In the Dominion and Provincial Parliaments—Trade with the United States.

MONTREAL, March 10.

THE introduction of the Budget for the year is being eagerly anticipated in the House of Commons, speculation being rife as to the manner in which the Government will meet the expenditure of over \$582,000,000 outlined in the Estimates which were brought down yesterday. So far there is no hint as to what Sir Henry Drayton proposes to do. Until the pronouncement is made, the Liberals are unable to reconstruct their tariff policy, on which they intend to appeal at the next General Election, while the Hon. T. A. Crerar and the farmers are also awaiting light in order that they may determine the next step.

Sir Henry Drayton has more than once expressed himself as being entirely opposed to borrowing and in favour of the more old-fashioned plan of paying one's way, even when the nation is concerned. In view of the prospective situation, there is reason to believe that the new Budget—which will not be brought down until the middle of April—will maintain most of the existing taxes and also add a turnover tax on every commercial transaction. Possibly also the income-tax may be augmented. Canadian income-tax is a feather-weight as compared with what the people of the Mother Country are carrying.

Three bye-elections are now pending, writs having been issued this week by the Speaker for the divisions of Yamaska, Que., caused by the death of Oscar Gladu, York-Sunbury, N.B., by the death of Col. H. F. McLeod, and West York, Ont., by the death of Capt. T. G. Wallace.

Soldiers' Re-Establishment.

A motion by Major C. G. Power (Quebec, South), that amounts may be deducted from soldiers' pension payments, at the request of the pensioner, and applied on insurance premiums under the Returned Soldiers' Insurance Act, elicited an announcement this week from the Prime Minister that the Government intends to move for the appointment of a Parliamentary Committee on Soldiers' Re-Establishment along the lines of last year's committee. Major Power stated that pension payments were in many cases so small that the pensioner did not consider them worth saving; so that they might as well be applied on insurance premiums as be frittered away.

The Prime Minister expressed the Government's willingness to benefit the soldiers in every way, but said they were inclined to resist the assignment of pensions. In announcing that the Parliamentary Committee would be appointed, he suggested that the recommendation should be considered by that committee. The motion was then withdrawn.

Provincial Legislatures.

The Ontario Legislature is still busy, and does not give any promise of rising this side of Easter. Temperance and criminal affairs have to be considered, as well as hydro-electric legislation.

At Quebec the work of the session is waning, and probably the end of the session will come before Holy Week.

The Cattle Embargo.

The issue of the cattle embargo in Britain still continues to be a lively source of interest here, and the course of the Dudley election was watched with interest. Commenting on that result, the *Montreal Gazette* says: "It will occasion some concern, will put the Government to some trouble, and will bring the question of the cattle embargo somewhat sharply before the people of Great Britain. Sir Arthur Griffith-Boscawen took the office of President of the Board of Agriculture with his mind made up on the question of the embargo, and he spoke his mind with a fine indifference to consequences. All that might have been excused had his uncompromising attitude been based upon a knowledge of his subject."

Canada's Trade with U.S.A.

In relinquishing the appointment of Canadian Publicity and Information Director in New York, Col. John A.

Cooper gives some advice as to the promotion of Canadian trade in that country. He points out that although there are in Canada over one hundred trade agents of the United States looking after their interests, Canada has none over there. His advice is that in New York and all the leading cities on that side of the border line Canada should appoint Trade Commissioners, just as she has done in various parts of the British Empire. Furthermore, Col. Cooper explains how, by charging a collection fee upon the consular certificates accompanying invoices for goods, sufficient revenue is obtained by these consular agents of the United States to pay expenses. The advocates of trade with the Republic have jumped at this point, and the Hon. T. A. Crerar, in addressing the Canadian Club in Montreal this week, endorsed the suggestion.

It was somewhat of a novelty to hear the leader of the Farmers' Party address a city audience in the East and unfold his views upon tariff and reciprocal trade with the United States. Mr. Crerar simply took the ground that Canada is not sufficiently self-contained to confine trading to within her own borders; that she will, in fact, never become a great nation until her trade is international. The farmers produce wheat, dairy produce and stock far above the country's requirements and must have other markets. European markets are, for the time being, at least, closed. Further, the farmer has to offer his wheat in the open markets of the world; but he has to buy his equipment in the restricted market. Mr. Crerar had the advantage of speaking to a big commercial and industrial audience and of speaking under conditions which allowed him full liberty of speech, though usually politics are debarred in the Canadian Club.

A Journalistic "Open Letter."

It is not often that the average English-speaking Canadian troubles to buy and read the newspapers published in French; but on Saturday, March 5, *La Patrie* was rapidly sold out as it appeared on the streets, owing to its being snapped up by the minority community. On the front page of it was an "open letter" addressed to Lord Atholstan and signed by L. J. Tarte, in which the writer let himself go like a horse that has the bit in its teeth. The letter was published in both languages in parallel columns, and afforded a good illustration of the fact that certain things can be expressed in French with more grace than is the case in English. That is to say, vituperation always sounds less harsh in French than it does in English; in fact, strong language of any sort sounds better and more tolerable in French, as one may gather by reading, say, Zola or Tolstoy in the two languages and comparing the general effect upon the mind.

The writer of the letter in question takes Lord Atholstan to task for a certain transaction that occurred fourteen years ago, whereby *La Patrie* was placed under a financial obligation, which, he points out, Lord Atholstan has twice tried to collect through the Courts and has twice withdrawn. It is charged that on this account Lord Atholstan sought to compel *La Patrie* to be loyal to the British Empire and boasted of that fact. Mr. Tarte uses language of an extraordinarily bitter and personal character, and practically threatens to lay down all his cards on the table. The *Montreal Star* has not deigned to notice this communication, but *La Patrie* on Wednesday of this week reproduces a letter from Sir Hugh Graham (as Lord Atholstan then was) of some years back referring to a memorandum bearing on the agreement. The history of the transaction between the owner of the *Star* and the late Israel Tarte seems to be that Sir Hugh Graham lent a sum of \$50,000 to finance *La Patrie*. The Tartes claim that between reading and signing the agreement something was inserted that they had not agreed to, namely, the right of the proprietor of the *Star* to control their editorial policy. They have paid off all but \$6,000, and have, they allege, offered to pay that balance; but it has been refused on the ground that the agreement was not carried out.

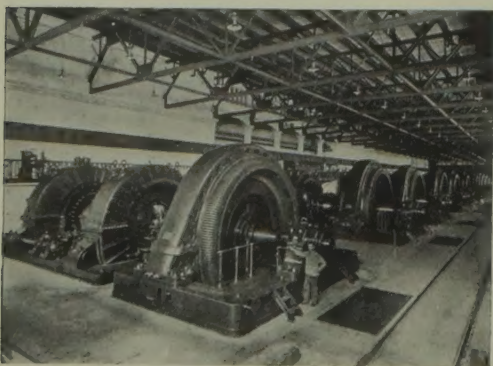
ONTARIO'S MANUFACTURES.

Importance of Water-Power Resources.

It is in the growth of its manufactures that the Province of Ontario has made the most remarkable progress; at the present time, Ontario produces at least half of the manufactures of the whole Dominion.

The district between Kingston, at the northern end of Lake Ontario, and Windsor, on the Canadian border opposite Detroit, is dotted with prosperous manufacturing centres. Only the Eastern Townships area of the Province of Quebec (points out the monthly letter of the Royal Bank of Canada) can compare with this manufacturing section of Ontario. The cities are in general of moderate size; living costs are consequently relatively low, labour conditions good; municipal governments are efficient and taxation light; the spirit is progressive, and new industries are welcomed and assisted. Power and sites are available. A network of steam and electric railways, and the water transportation system of the Great Lakes and the St. Lawrence River, link the area together in one compact whole, and make communication with other points in Canada and with the United States quick and economical.

In 1917, the value of the manufactured products of the Province was one and a half billion dollars. Among the more important are iron and steel products, automobiles, locomotives, woollen goods, leather goods, furniture and pulp and paper.



ELECTRICAL GENERATING STATION AT NIAGARA.

The development of the last-named industry has been the outstanding feature of the last decade. As early as the year 1825, paper was manufactured in the Province of Ontario. From small beginnings the industry increased, until in 1910 the number of establishments was fourteen, and the annual value of the products amounted to about three million dollars. In 1915, there were 24 establishments, the value of the products being twelve million dollars. At the present time, there are 31 establishments, with 39 mills in operation, and the annual value of the production of pulp and paper is no less than forty million dollars. In news print alone, half the annual production of the whole of Canada comes from Ontario, the output being approximately half a million tons.

The importance of the development of water-power resources in connection with this industrial growth cannot be exaggerated. Electric power from Niagara Falls, and other sources of supply, for manufacturing and lighting purposes, has been developed to a capacity of about a million horsepower, the undeveloped capacity being estimated at six million horsepower. The Hydro-Electric Power Commission is in charge of all water-power development. At the present time, the Commission, through its various systems, supplies more than two hundred municipalities with power; the Niagara system alone supplying at least one hundred and twenty-five towns.

The effect of the war on the commerce of the Province is reflected in the figures of its foreign trade. In 1918, the total trade amounted to approximately one billion dollars. The total value of exports in 1919 was \$298,270,478; of imports \$470,659,679. The exports consist largely of agricultural products, including grain, cheese, butter, flour and apples, and also the products of the forests and mines. Coal and manufactured goods are the chief imports.

The Hon. Rodolphe Lemieux, in a lecture in Montreal, said that during a visit to Japan he had found that the Japanese, who had codified their laws only of late, had borrowed several chapters from the civil code of the Province of Quebec.

DANGER OF DISSENSIONS.

Sir Charles Fitzpatrick on the People of Quebec.

Sir Charles Fitzpatrick, Lieutenant-Governor of Quebec, speaking at a luncheon given at Quebec to the members of the Dominion Council of the Canadian Manufacturers' Association, appealed to all the people of Canada to unite for the development of the Dominion. They must, he declared, all get together and realise that that was their common country. People, he said, talked about Canada as a nation, but let them look at it geographically and they would realise the danger that lay ahead of it by reason of its geographical situation. There was 1,000 miles of uninhabited and uninhabitable territory separating East and West, Manitoba was filling up rapidly with aliens, Saskatchewan had 65 per cent. aliens, Alberta 60 per cent. aliens. Where were they leading to, if they did not lean on Quebec, if Ontario and Quebec did not understand one another? Where were they going to?

Out West they had railway lines running north and south towards a people of many millions who were ready to take everything that the Western people could produce. They were creating a natural market in the States for those people, and, therefore, it was necessary that something should be done to attract their attention East and West, to draw them closer together and make them realise that there was in that part of the world a country that had done something for the West, and could do something for them in the future. Let them bear in mind, therefore, the danger of dissensions and differences, and what they must lead to inevitably if they were allowed to go on.

The British Connection.

"There is no people in the world freer from racial and religious prejudices than the people of Quebec," continued Sir Charles. "I am an Irishman, but I want the British connection. I want that connection maintained. So far as this country is concerned, I want to die as I have lived under the protection of the British flag. I don't want any man to assume that I am saying that to-day in disparagement of my own countrymen at home. Their troubles are their own. The extent to which I sympathise with them is my affair, but I am talking about Canada now. Let me say this: that if the British connection is to be maintained, you have got to depend on the French-Canadian Catholic. You have got to! He is the man who, in 1775, stood by Britain at the time of the American invasion, who in 1812 supplied Chateaugay and De Salaberry."

"At the present time what difference does it make to the majority of us who speak English, outside? A mere question of sentiment, whether we are annexed to the United States, or an independent country. To be annexed might be congenial to some of us, who speak the same language, but to the French-Canadian you know what it means. He above all other things prizes his language and religion. He above all other things wants the little church steeple to prevail in his parish, and he knows that so long as the British flag waves over this country his language and his religion are guaranteed to him, and that guarantee will be maintained up to the last drop of blood of the British soldier. He has an interest in the maintenance of the British connection, because of those he cherishes more dearly than life itself. Realise that, and when you go to Ontario, for Heaven's sake, tell the people up there something of that aspect of the case. When the French-Canadian goes to Ontario, or beyond, he carries his language and traditions with him, and you try to destroy both. Are you surprised that he should resent that sort of thing? What object can you have in doing that? You are not making him a better Canadian, you are making him a worse Canadian; you are destroying the real object he has in maintaining the British connection, abolishing those things he cherishes most. It is not wise; it is not prudent; it is not Canadian."

The Hon. Athanase David, Provincial Secretary, described the Province of Quebec as the bulwark against the spread of Bolshevism in Canada.

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For the purpose of assisting poor relatives who desire to visit graves in France or Flanders, a grant of £25,000 is to be made to the Salvation Army by the Army Council.

At the meeting of the Council of the Royal Colonial Institute recently, a letter was read from Sir Herbert H. Bartlett, Bart., promising a donation of £500 to the new premises fund of the Institute.

Mr. John A. Stewart, Chairman of the Board of Governors of the Sulgrave Institute, speaking at Toronto, said that "no President of the United States ever possessed a keener and truer understanding of the world-necessity for friendship among the English-speaking peoples" than did Mr. Harding.

The directors of the Imperial Institute, South Kensington, where the presents and addresses to the Prince of Wales during his recent Dominion and Colonial Tours are on view until April 2, have decided to make the hours from 10 a.m. to 5 p.m., Sundays excepted.

THE INDIANS OF CANADA.

By Duncan C. Scott, Deputy-Superintendent of Indian Affairs.

AFTER a hundred years of civilisation the Canadian Indian is a difficult subject to treat within the limit of a brief report.* His vocations are so varied in places are scattered so about the broad Dominion that no generalities will serve; a positive statement here becomes a negative there; each fact requires a qualification. Asked to describe a Canadian Indian, one might choose between a medical graduate of McGill University, practising his profession with all the authority of the faculty, or a solitary hunter, making the round of his traps in the remote north country. Each portrait might be drawn to the life, the difference would be absolute, both would be truthful.

It may be conceded that the typical Canadian Indian is the hunter and trapper, and, when one thinks of him, buckskins and beadwork and feathers are still cloaking him with a sort of romance. But these are rarely seen, except in pageants and on holidays, when the superior race must be amused by a glimpse of real savages in warpaint. The Indian hunter and trapper follows the craft of his ancestors, clothed in the same manner as other people; his wife and children likewise. His domestic surroundings grow less and less savage. The rabbit-skin robe yet holds its own, and the snowshoe; but

and ammunition, with an occasional ration of rum. The fur traders used the latter fluid as the most precious means of exchange and barter, and the restless, dejected people that were handed over to the Province were indeed a problem. The Governor of Upper Canada, seeing them so wretched, resolved to send them back to nature for healing, and to remove them to hunting grounds where they might recover or die away unseen. But better counsels prevailed. The missionaries claimed them as material ready for evangelisation and protested that they were capable of lasting improvement. Upper and Lower Canada, not long after that, began a systematic endeavour to educate the Indians, supported by a zealous missionary effort. This informal union between Church and State still exists, and all Canadian Indian schools are conducted upon a joint agreement between the Government and the denominations as to finances and system. The method has proved a success, and the Indians of Ontario and Quebec the older regions of the Provinces, are every day coming more and more into the general life of the country. There are farmers, clerks, artisans, teachers, and lumbermen. A few have qualified as medical doctors and surveyors; an increasing number are accepting enfranchisement and taking up



THE INDIAN OF TO-DAY: AN INDIANS' AND HALF-BREEDS' CAMP

the birch-bark canoe is supplanted by the basswood or cedar variety; as likely as not he has a sewing-machine and a gramophone in his tent.

The aboriginal hunter is supreme no longer in his own craft; gone is the fiction that he is superior in these pursuits. The white man equals him as a trapper, and holds his own on the trail and in the canoe. But as the margin of the wilderness recedes, it is difficult, for comparisons of this kind, to find the Indian of pure blood. There has been through all these years a great interfusion of white blood by lawful union and by illicit intercourse; legally a man may be an Indian with but a small trace of native blood, if his Indian descent is through the male line. If an Indian woman marries a white man, she ceases to be an Indian in the eye of the law, and her children take the status of their father.

Confidently it may be said that the Indian has justified the trust that the early missionaries placed in him, his mentality and temperament and constitution fitted him for progress, and he has valiantly borne the ordeal of contact with our boasted civilisation. Although he has been wasted in the struggle, he has not been worsted, and the vestiges of the tribes that remain are of stronger stock as the years go by. For seventy years after the conquest of Canada, Indian administration was in the hands of the Imperial military authorities; it was not until 1845 that the responsibility was transferred to the Province of Canada.

The military policy had looked upon the Indians as potential allies or foes, and, during the pioneer days, the feeling was balanced between hope and apprehension. They were kept quiet by presents of scarlet cloth, silver gorgets, brass kettles,

responsibilities of citizenship. Although there are reactionary elements among the best educated tribes, and stubborn paganism on the most progressive preserves, the irresistible movement is towards the goal of complete citizenship.

The Indian population of Canada is fairly stable at about 100,000. Among the less civilised groups the high birth-rate balances the high death-rate; but, in the civilised tribes, who have met and withstood the first shock of contact with civilisation, there is an appreciable gain, not only in numbers, but in physical standards. These latter people have long ago proved their worth, and only need to develop and mature under protection until they, one and all, reach their destined goal—full British citizenship.

The policy of the Department of supervising the agricultural activities of the Indians of Ontario by employing field agents who visit the various reserves and instruct the Indians in modern methods of farming, has proved to be of great benefit to the farming Indians in this Province. While at the reserves, the field agents make a general inspection of the schools, equipment, outbuildings, yards, etc., and also of the roads, bridges, drains, timber and land.

Nearly half a century ago the aboriginal title to the areas east of the Rocky Mountains was extinguished by treaties; annual gifts of cash, special reserved lands for use in agriculture and education were promised by the Government. For a time the plain Indians had to live on the buffalo, but gradually stock-raising and agriculture were introduced, and now hardly a pound of gratuitous food is issued.

The Indians of the three Western Provinces broke during 1919-20 4,500 acres of land and summer-fallowed 15,735 acres, which was very satisfactory. Generally speaking there has been a decided improvement in the class of work the Indians are doing. In addition to the work done on the land, the Indians have put up 65,550 tons of hay. A large proportion

* The annual report of the Department of Indian Affairs for the year ended March 31, 1920, which gives the total Indian population of Canada as 105,998, and the total number of Eskimos on Baffin Land and the mainland as 3,296.

of this hay will be fed to their own stock, the balance will be sold.

This year, up to the time of writing the Indians have sold \$34,000 of cattle, and it is expected that there will be a few thousand dollars' worth yet to sell. The Indians of the three Provinces own 17,135 head of cattle. They should own more, and every effort is being made to substantially increase their herds. In addition to the cattle, they own 12,000 head of horses, the majority of which are of the working type. The pony is fast disappearing.

As it was found that in the Prairie Provinces there was a large area of good land on Indian reserves that had hitherto been unused, it was two years ago decided to establish Government Greater Production Farms. There has been harvested on these farms during the past season 378,000 bushels of wheat and oats, principally wheat. The Greater Production Farms in Alberta yielded at least three times as much per acre as did the Saskatchewan farms. On the Blackfoot reserve alone over 200,000 bushels of wheat was harvested. In addition to the Greater Production work actually carried on by the department, lands have been leased on the reserves for the purpose of growing grain, and on these lands it is estimated that the lessees have raised about 371,000 bushels of grain. The total amount of grain grown in Manitoba, Saskatchewan and Alberta on Indian reserves is estimated to be about 1,400,000 bushels.

In British Columbia.

Agriculture is each year taking a firmer hold among the Indians of British Columbia. As a rule, the young men just out of school will not take kindly to work of any kind for a few years after attaining their freedom. But there are exceptions, and a change for the better is coming slowly but surely, and will be more rapid as time shows the success of the older men. On many reserves in the Dry Belt the limited amount of water available for irrigation purposes militates seriously against a large acreage being cultivated. Destructive insects and diseases in the orchards and crops are materially decreasing, in most instances being quite intelligently combated by the owners, who are learning to use the spramotor outfits supplied by the Department to good purpose.

The number of exhibits placed by various bands in the different agricultural exhibitions is increasing yearly, and steadily improving in quality. At the New Westminster exhibition the Indian exhibit was most creditable and beautifully put up and arranged, the variety and excellence of their garden products, bottled fruits, jams, bread, butter and various cakes and other samples of culinary and household art, as well as native manufactures, being noticeable.

There is an annual Parliamentary appropriation for Nova Scotia and also for New Brunswick for the purchase of seed grain and the encouragement of agriculture among the Indians. Assistance is also given to individual farmers where required in Prince Edward Island.

The Indians living in agricultural districts in the Province of Quebec are taking much greater interest in farming, especially in the Restigouche, Pointe Bleue, St. Regis, Maniwaki, and Oka agencies.

Indian Soldier Settlement.

There has been much activity in connection with Indian Soldier Settlement; 160 loans have been granted, and there are a considerable number either authorised or under consideration. The total amount expended to date is \$260,214.

It is estimated that all the loans in Canada to Indians will not exceed \$1,000,000. The Department has exercised the greatest care in making these loans. Each applicant has been considered according to his merits, and a loan was not granted if it was found the applicant was unlikely to prove to be a successful farmer. Constant supervision over and inspection of work carried on by individuals was instituted with the result that only four Indians have proved unsuccessful farmers, and in these instances immediate arrangements were made to have the land, implements and stock taken over by some other returned soldier without loss to the Department.

On the whole, the returned Indian soldiers who have been granted loans have worked in a most satisfactory manner, and will be a credit to any community. The scheme has worked out to advantage not only to the individual, but also to the other members of the band and the reserve itself. The settlers once given the opportunity to commence operations on the proper scale have demonstrated by industry and enthusiasm the benefits of modern farming operations. Others have followed their example. The result has been considerably increased prosperity and increase in value of the cultivated farms, as well as general increase in land values of many of the reserves.

A total of 321 Indian schools of all classes were in operation during the year, namely, 217 day, 54 boarding, and 10 industrial.

CATTLE EMBARGO COMMISSION.

Forecast of Scope of Enquiry.

It is understood that the Royal Commission on the cattle embargo will not be called on to deal with the matter in its Imperial aspect, that task being reserved for the Imperial Conference, which is to meet later in the year (says the *Times*). The reference to the Commission will confine its deliberations to the question of a possible improvement in the meat supply of the country, having regard to the danger of disease through the removal of the existing restrictions and the effect of such removal on the reconstruction of home-bred herds. The Commission will be composed of business men and lawyers, care being taken to exclude any representation of the interests concerned, so as to secure a purely judicial consideration of the points in dispute.

Canadian Cattle "Free from Disease."

In reply to a question at Westminster as to whether there was now any danger of the spread of foot-and-mouth disease owing to the importation of these cattle, Sir R. Sanders replied on behalf of the Treasury:—"The cattle of Canada are recognised to be, and to have been for some years past, free from disease." He added that the Government would await the finding of the Royal Commission before deciding on any action.

Mr. Meighen, answering a question in the Dominion House of Commons, stated that the Government would undoubtedly take steps to place before the Cattle Embargo Commission the Canadian point of view.

The Hon. Manning Doherty, Minister of Agriculture for Ontario, before leaving Liverpool for Canada by the Canadian Pacific liner *Minnedosa* last Saturday, expressed his conviction that it was practically certain that the embargo would be removed. He expected the removal would take place after the Imperial Premiers' Conference to be held in London next June. He did not expect to be coming over to this country again on the question of cattle, as it was a matter of negotiation concerning the Federal Government of Canada. All that Canada had to do was to see that all cattle for shipment were free from disease, and that could easily be accomplished. Mr. Doherty is confident that when shipments of Canadian cattle begin to be received meat prices are sure to drop.

A French Ministerial decree in the *Journal Officiel* withdraws the prohibition on the import and transit of live cattle imposed by the decree of August 7, 1920, in so far as concerns cattle, sheep, and goats coming from Canada.

FARMERS FOR CANADA.

A party of 60 farmers, with their wives and children, left Liverpool last Saturday by the Canadian Pacific Liner *Minnedosa*. They are the first party to leave England this year under the auspices of the C.P.R. Colonisation and Development Department, and are being conducted to Canada by Mr. A. M. Hill. These farmers are taking out with them a total sum of £35,000. Most of them are proceeding to Lloydminster, on the borders of Saskatchewan and Alberta. Together with their children, the party numbered 90.

There were also on board 40 domestics, who are going to Toronto, and another 40 bound for Regina.

IMMIGRANTS' LANDING MONEY.

Lt.-Col. J. Obed Smith, Superintendent of Emigration for Canada, has received advice that the regulation requiring increased landing money on the part of immigrants has been continued indefinitely.

This regulation requires that all immigrants of the mechanic, artisan, or labouring classes arriving in Canada must possess \$250 landing money, and, in the case of married couples (in addition), the wife must have \$125 landing money, and each child between five and 18 years \$50 landing money.

CANTEEN PROFITS.

The Central News is informed by the War Office that the statement recently cabled from Ottawa on the authority of the Canadian Government in regard to the distribution of the Army canteen profits is not accurate. The whole question of distribution is still unsettled, and awaits the report of the Departmental Committee which is now considering the N.A.C.B. and E.F.C. profits.

The Dominion Minister of Finance will introduce an amendment to the Currency Act providing for nickel 5-cent coinage in Canada.

A farmer at Bradford, near Toronto, who stood between the rails swinging a lantern and waving a handkerchief, averted a cat-strangle on the Grand Trunk Railway (says the Toronto correspondent of the *Times*). He discovered that the substructure of the track had been washed away, and saw that a serious disaster was inevitable if the approaching express were not stopped. The train carried 200 passengers.

CANADA'S MINERAL PRODUCTION.

An Increase of 8 Per Cent. Over Earlier Estimates for the Year 1920.

THE preliminary report on the mineral production of Canada during the calendar year 1920, prepared by Mr. John McLeish, B.A., Chief of the Division of Mineral Resources and Statistics of the Department of Mines, Ottawa, states that estimates of the total probable value of the mineral production of Canada during 1920, made on January 1 last, were short about 8 per cent. of the preliminary figures now available. Sufficient allowance had not been made for the increased production and increased value of cement, clay, quarry and other similar structural material products. The coal mining industry, too, had responded more extensively, and at higher values than had been estimated, to the heavy demand for fuel.

The total estimated value of the metal and mineral production in 1920 was \$217,775,980, which is greater than the total value reached during any preceding year. Compared with the production in 1919, valued at \$176,686,390, an increase

of the exploitation of Canadian non-metallic mineral resources. The production of the principal metals and the total mineral production by Provinces are shown in the following table.

PRINCIPAL METALLIC MINERALS.

	QUANTITY	Unit or order	Value	Per cent.
			\$	1920
Copper, value at 17.456 cents per lb.	81,175,390	lb.	14,196,479	6.5
Gold, at \$20 67/834 oz.	766,912	oz.	1,573,438	0.7
Iron, pig, from Canadian ore, short tons	758,699	tons	2,006,997	0.9
Lead, value at 8.940 cents per lb.	33,985,974	lb.	3,038,346	1.4
Nickel, value at 40 cents per lb.	61,134,493	lb.	24,454,677	11.3
Silver, value at 100.90 cents per oz.	12,793,541	oz.	12,968,683	6.0
Zinc, value at 7.671 cents per lb.	40,166,200	lb.	3,081,149	1.4

MINERAL PRODUCTION BY PROVINCES, 1920 AND 1919.

	1920	1919	Inc. or dec.
	Value of Production	Value of Production	
	\$	\$	
New Brunswick	1,200,000	1,200,000	0
Quebec	1,200,000	1,200,000	0
Ontario	1,200,000	1,200,000	0
Manitoba	1,200,000	1,200,000	0
Saskatchewan	1,200,000	1,200,000	0
Alberta	1,200,000	1,200,000	0
British Columbia	1,200,000	1,200,000	0
Yukon	1,200,000	1,200,000	0
	100.00	100.00	



MINING ASBESTOS AT THETFORD MINES, QUEBEC.

of \$41,088,690, or 23.3 per cent., is shown, while compared with 1918, the previous maximum year, the increase was \$6,473,183, or 3 per cent.

The evidence towards the close of the year of economic depression, falling prices, restriction or complete cessation of operation at numerous points tended, it is remarked, to monopolize the public mind, and to divert attention from the fact that Canada's mining industry during 1920 had furnished an output the value of which was greater than had been attained in any previous year.

In reviewing the industry as a whole, it is customary to express the total mineral production and to make comparisons of production of different years or districts in terms of dollars or total values. There has been a wide range in price of many metals and mineral products during the past six or seven years, and the continuation of high prices for many products has, of course, resulted in greatly increasing the total value of the mineral production, even when the actual quantities of metals or minerals obtained might be decreasing. For instance, the average price of coal at the mine has increased from \$2.49 in 1913 to \$4.65 in 1920, so that the same tonnage of coal as was produced in 1913, viz., 15,012,178 tons, would have a value in 1920 greater by over \$32,000,000 than was placed upon it in 1913.

The metallic production, which in 1918 was valued at \$113,113,113, and fell in 1919 to \$73,262,793, increased in 1920 to \$77,236,370. The metallic production is still less in total value than that reached during each of the years 1916, 1917 and 1918.

The total value of the non-metallic production, including clay and quarry products, was in 1918 \$96,752,745, which was increased in 1919 to \$103,123,507, and has now again been increased in 1920 to \$110,538,710. Although about \$23,000,000 of this increase is due to coal alone and about \$10,000,000 to the increased production of cement, clay and quarry products, there is evidence of a remarkable growth and development in

The past year has shown a quick recovery in the production of copper, nickel, and zinc amongst the metals, and in the production of coal and many other non-metallic products. Gold production has continued to increase during each of the past two years, though the increment has been very small, and Canada occupies an almost unique position in being perhaps the only gold-producing country which has not shown a serious falling off in the production of this metal. In the production of zinc, asbestos and coal the highest pinnacle of production has been reached during the year just closed. It is true that some products, such as graphite, magnesite and pyrites, have apparently not been in strong demand, yet the production of these, as well as of chromite, gypsum, fluorspar, mica and salt, have not only been well maintained, but have been materially increased, while the production of feldspar has been more than doubled.

Shortage of fuel throughout the greater part of the year in Central Canada and insufficient transportation facilities have tended to restrict shipments. The production of lime and cement was seriously affected by the fuel shortage, while car shortage restricted, or hampered, the shipments of coal, asbestos, feldspar, and other products. In many camps labour was none too plentiful, and wages for the most part were maintained at the highest levels.

It is probable that in the production of metals the recovery to higher output levels has been too rapid. With the exception of silver, metal prices were well maintained throughout the first nine months of the year, copper holding during this period at slightly above the average of the previous year, lead at about 50 cent. above the average of 1919, and zinc at 30 per cent. in excess of the previous year's average.

The severe price decline has resulted in the recent closing of a number of mining operations, with the consequent labour unemployment involved. Some of these must perforce remain closed or work at part capacity until exhaustion of accumulated stocks restores the market demand, or higher prices, or until the operators are able to reduce costs of production to the point of successfully meeting prevailing prices.

The hope is expressed in the report that the year-end price decline and economic depression will rapidly be followed by an industrial activity which will bring upon more healthy conditions of price and profit. As Canada has her domestic problems in respect to supplies of iron and petroleum and distribution of coal, the factors of her enormous mineralised areas, her resources in coal, nickel, copper, gold, zinc, asbestos, other metals and products too numerous to specify and infinitely greater latent possibilities should never be lost sight of. These will continue to form the basis of industrial development, ever growing in extent and accelerated with increasing knowledge of better methods of recovery and use.

OUR LIBRARY TABLE.

"THE PRINCE OF WALES' BOOK."

To assist the St. Dunstan's Hostel for Blind Soldiers and Sailors a unique collection of photographs of the Prince's tours in Canada, the United States, Australasia, and Bermuda, etc., has been published under the title of "The Prince of Wales' Book." (London: Hodder & Stoughton, Ltd. 7s. 6d. net.) The book is divided into two sections, the Canadian (supplemented by American pictures) and the Australasian tours, each prefaced by an explanatory article, which give the reader a good idea of both the Prince and what he did. The photographs are mostly of an unofficial nature, and include many taken and presented by enthusiastic amateurs, to whom the Prince tenders his thanks. Thus, many interesting sides are shown of the Prince's magnetic personality, which cannot fail still further to endear him to all possessors of this attractive book. In a facsimile letter the Prince says:—"I hope that all who can will buy this book of photographs, and will thus help me to secure the largest possible assistance for our sailors and soldiers who were blinded in the war."

"HEATON'S EXPORT BOOK"

"Heaton's Canadian Export Book," a companion volume to "Heaton's Annual," is devoted to the interests of the Canadian exporter and importer, and should prove an extremely valuable reference book. It contains a full directory of the seaports of Canada, showing their loading, wharf and transportation facilities, with maps of the harbours and information specially useful to marine assurance companies and brokers. Its main feature, however, is a directory which contains the names, addresses, cable codes, etc., of over 2,500 firms in Canada, which desire to extend their overseas business; also a comprehensive encyclopedia of the manufactured articles and natural products of the Dominion, with statistical tables as to the value and volume of such goods exported to every country in the world. Most of this information, in a concise form, has not hitherto been published. A list of the foreign representatives of Canadian business firms and their addresses is another useful feature; and there are also exchange tables, cable rates, weights and measures, and banking information. The preparation of this "Export Book" was instigated by the Trade Commission of the Dominion Government, and it is intended to be an annual production, circulating in every country with which Canada has established or is establishing trade intercourse. "Heaton's Canadian Export Book" is published by Heaton's Agency, Toronto (cloth-bound, \$5), or can be obtained from the offices of the Canada Newspaper Co., Ltd., 113, Kingsway, London, W.C.2: price 20s., or by post 20s. 6d.

"WILLING'S PRESS GUIDE."

"Willing's Press Guide" for 1921 (the 48th issue) well maintains its reputation as the handiest and readiest reference book of its kind published. (125, Strand, London, W.C.2: 2s.) It is comprehensive and concise, and will not only be found of the greatest value to newspaper men and all connected with the Press, but the classified lists of publications representing various professions, trades, arts and crafts, etc., make it also a very useful book to the general public. The Colonial section contains a comprehensive list of Canadian periodicals, with their towns of publication, and in another part of the Guide may be found the addresses of such Canadian papers as are represented in London. An interesting feature, from an historical point of view, is the list of newspapers and periodicals which have been in existence since the 17th or 18th Centuries; while, in addition to the exhaustively classified lists of British papers, there are sections dealing with the Press all over the world.

A BOOK OF "GLEANNINGS."

A comprehensive selection of "Gleanings from the Writings of 'Gorturda Page,'" the popular novelist, has been edited by Beatrice Powell (London: Hurst & Blackett, Ltd.) Mrs. Dobbin's interests are chiefly Rhodesian, but the contents show that she has gained knowledge of other parts of the Empire—one section is devoted to Canadian passages—as well as many phases of life.

* *

RELIGION AND BUSINESS.

"Too many business men appear to forget that religious teaching is not wholly concerned with beyond the grave. The churches are the fountain-heads of a moral power which assuredly has value in the terms of this world. There may be good men in business and elsewhere who never go to church, but to make their practices endure with ever-increasing adoption—to inculcate them in the younger generation and constantly to impress them upon as many of the people as can be reached—the churches are necessary and the service of the clergy is great beyond estimation."—*Montreal Star*.

* *

Sir John Macdonell, K.C.B., the distinguished jurist, who died in London on March 17, was the father-in-law of Professor R. W. Lee, of McGill University.

CANADIAN PRESS VIEWS.

Sir H. Greenwood's Invitation.

"Sir Hamar Greenwood, himself a Canadian, wants the Overseas Prime Ministers to be present at the opening of the Irish Parliaments to be created under the new Home Rule measure to welcome the entry of a new and vigorous partner into the Commonwealth of British Nations. But it is doubtful if Dominion statesmen will desire to display in such manner approval of the Home Rule measure. There is no assurance yet that it is such a measure as will eventually prove satisfactory to Ireland and be a proper solution of the Irish problem."—*Ottawa Journal*.

Business and Party Politics.

"The way to give confidence and buoyancy to industry and business is to tell the truth. There is no desire on the part of any party to wreck industry or to apply Free Trade theory in reckless disregard of its effect upon industry. Moreover, the good sense of the overwhelming majority of the people of Canada is diametrically opposed to any such policy. It would be far better for the Canadian manufacturers to trust the people and have their industries rest upon a broad and firm basis of popular support than to tie themselves up to so ramshackle a concern as the Meighen Government and the party with the hyphenated name."—*Toronto Globe*.

Bestowal of Honours.

"To bestow honours in Great Britain is gradually becoming more of a concern to the Government than the pleasure which at one time surrounded this form of recognising services rendered. It may be a long time, of course, before the process of whittling down the eligibles is animated by a desire to recognise real merit alone. Eventually, however, even the conservatism of the Old Land will give way to the more progressive ideas which obtain in the Dominions, where muscle shakes hands with brains and forgets that there is such a thing as a social status."—*Victoria Times*.

One Fatherland.

"In order to secure the understanding between the Provinces of Canada which we all so much desire, it is essential that all citizens, those of to-day as well as those of to-morrow, should determine without equivocation to work for the expansion and enriching of Canada as their sole fatherland. When this fundamental and dominating idea has penetrated the minds of the masses, when everyone accustoms himself to think and to speak, and more especially to act as a Canadian, the petty questions that divide us to-day will soon disappear. We should have nothing in view but the interests of the Dominion both in our private and in our public conduct."—*La Presse*.

A Doubtful Asset.

"The United States has the gold. What is the United States going to do with it? Britain never kept more gold at home than she needed. It was used to sustain the vast volume of foreign commerce and international finance. Gold is like candy. It is quite possible for a country to eat so much as to make itself sick. If the United States refuses to buy abroad and embarks on a policy of discouraging foreign trade, there will be such a congestion of unused and unusable gold within her own borders that she will wish her hoards at the bottom of the sea rather than where they are. Any unused possession impoverishes a man or a nation, gold most of all."—*Winnipeg Tribune*.

Short and Sweet.

"Ottawa announces that Canada has one telephone to every eleven persons, and sometimes they all want to talk at the same time."—*Montreal Star*.

"A police magistrate of Moose Jaw has decided that it is not a crime to take a drink out of a bottle in a public place. Most people are inclined to regard it more as an impossibility."—*Manitoba Free Press*.

"Mr. F. H. Keefer, M.P., of Port Arthur, is agitating for the formation of a new province to extend from Chapleau to the Manitoba boundary. Here is the material for another of those self-determination fights."—*Manitoba Free Press*.

"Better than the slogan 'Buy in Canada' and far more important than cheaper prices alone, is the suggestion of the new motto for Canadian industry. 'Produce at a price and a quality that will enable Canadians to buy in Canada.'"—*Quebec Telegraph*.

"Lord Shaughnessy recently admitted that the Canadian Pacific Railway owed Mr. Leon Trotsky, of Russia, \$40,000. May we suggest that the sum be set aside as the nucleus of a scholarship open to the sons of Canadians who lost their lives in the war?"—*Veteran (Ottawa)*.

"The editor of a certain journal when pressed for details regarding its circulation, replied: 'This paper goes from Hudson Bay to the Gulf of Mexico; from the Pacific to the Atlantic. Only the fact that its editor works nights prevents it also going to Hades.'"—*Ottawa Journal*.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication

The Duke of Devonshire, with his family and the members of the Viceroyal party, has been making a tour of the Province of Quebec as part of his programme of visits to various parts of Canada prior to the conclusion of his term of office as Governor-General. He received an enthusiastic welcome throughout the English-speaking population of the Province.

The Earl and Countess of Minto have been visiting Kingston, Ontario, as guests of Col. and Mrs. Norman Leslie. They are sailing at the end of March for England, after paying a further round of visits.

At the dinner to the Hon. John Storey, Premier of New South Wales, given by the Royal Colonial Institute at the Grocers' Hall on March 17, the guests included Sir George Perley, Sir G. McLaren Brown, Sir Alfred Smithers, M.P., Sir Campbell Stuart, and Sir Robert Nivison.

At the luncheon to the Hon. John Storey, given by the Empire Parliamentary Association in the House of Commons last week, the guests included Lt.-Col. Amery, M.P., Senator J. S. McLennan, Sir Edgar Bowring, Sir Harry Brittain, and the Hon. Manning Doherty, Minister of Agriculture for Ontario.

Field-Marshal Sir Henry Wilson, one of the representatives of Britain at the signature of the Treaty of Versailles, inspected the various Cadet Corps of Toronto at the Toronto Armouries. Sir Henry is en route to Australia via Vancouver.

Sir Herbert Ames, Financial Secretary to the League of Nations, has resigned his seat in the Dominion House of Commons as M.P. for the St. Antoine Division of Montreal.

Sir Lomer Gouin paid a short visit to London last week, during which he lunched with Sir George Perley and dined with Sir Campbell Stuart. He returned to France to join Lady Gouin last Saturday, and sails for Canada from Havre in *La Touraine* to-day (Saturday).

Mr. J. G. Colmer, C.M.G., who is retiring from the office of hon. secretary of the Canada Club, is to be entertained to dinner on a date to be arranged later, when a suitable presentation will be made to him as an expression of the club's appreciation of his services. The Canada Club has been in existence for over 100 years, and Mr. Colmer has been a member for 35 years and hon. secretary for over 25.

The following have been appointed to judicial vacancies in the Province of Quebec:—Messrs. Adjutor Rivard and Alphonse Bernier, of Quebec, to the Court of King's Bench; Pierre d'Auteuil and Albert Sevigny, to the Superior Court.

The annual dinner of the Royal Colonial Institute has been postponed this year until June 30, so as to enable the Institute to entertain the Prime Ministers of the Overseas Dominions and the representatives of India who are attending the Imperial Conference. The dinner will be held at the Hotel Victoria, Northumberland Avenue. It is hoped that the President, the Duke of Connaught, will be in the chair, and the



A GREAT CANADIAN: MR. BONAR LAW, M.P.
(See Page 362.)

Prince of Wales has accepted the Council's invitation to be present to meet the Prime Ministers.

At the last meeting of the Council of the Royal Colonial Institute 38 resident and 66 non-resident Fellows were elected, among them being Col. J. B. Donnelly, D.S.O. (Merchants Bank of Canada, London), and Messrs. Manley Chew (Ontario) and Hugh Mackay (Winnipeg).

The Hon. L. Athanase David, with Mrs. David and family, is leaving Quebec in May for Europe. While in Paris they will be the guests of Mr. and Mrs. Paul Watel.

Mr. Alexander Johnson, formerly Deputy Minister of Marine, Ottawa, who left that Department to take up a position in the British Empire Steel Corporation, is returning to his old post.

Mr. George Sumner, former President of the Board of Trade, Montreal, left New York by the *Cretic* on March 15 for the Mediterranean.

Dr. E. Nadeau, with Mrs. Nadeau and their son, sailed for Canada on Thursday by the *Empress of Britain*.

H.B. W.
General L.
Regina On I.
General H.
Lady Williams T.
Reported to return to Montreal at May. Mrs. Frank Duff I.

Mr. George C. Gibson has been appointed General Auditor of the Canadian Pacific Railway, Montreal, to the late Mr. E. E. Shumato.

Dr. Robert W. Lee, Professor of Law and Dean of the Faculty of Law, McGill University, has resigned to accept the Chair of Roman-Dutch Law at Oxford, which he has been ten filling.

Dr. G. C. Creelman, who has resigned the Agent-Generalship of Ontario, has sufficiently recovered his health to leave with Mrs. Creelman and their son and daughter for Toronto by the R.M.S. *Empress of Britain* on Thursday of this week.

Mr. and Mrs. J. W. Brookfield, of Halifax, are staying at the Grand Hotel.

Mr. and Mrs. D. Forbes-Angus have arrived from Montreal, and are staying at the Carlton Hotel.

Sir Vincent Meredith, President of the Bank of Montreal, is expected to arrive at Cherbourg from New York by the R.M.S. *Aquitania* about Tuesday next, and will proceed to Paris before visiting England.

Among the arrivals by the *Empress of Britain* last Saturday were Mr. R. F. Angus, Mr. A. J. Ayer, Mrs. Murray Dodd, Mr. R. P. Doucet, Miss K. Galt, Col. W. Herd, Mr. David Law, Mr. W. R. MacInnes, Mr. A. S. Maynard, Col. J. L. Miller, Mr. and Mrs. G. L. Ogilvie, Major S. J. Robins, Mr. H. W. J. Shaw, Mr. and Mrs. W. G. M. Shepherd, and Mr. J. A. Henderson.

Col. James W. Wood arrived by the *Cedric*; Mrs. Jeffrey Burland and Miss Dorothy Macphail per R.M.S. *Carmar*; Mr. J. W. Borden by the *Imperator*.

Departures for Canada by the *Minnedosa* last Saturday included the Hon. Manning Doherty, Mr. H. J. Gagne, K.C., Major J. D. and Mrs. Gemmell, Miss M. Hanson, Mr. R. Burnett, and Mrs. J. W. Gibson.

ENGAGEMENTS AND MARRIAGES.

Mr. and Mrs. D. Ross Kerr, Bellevue Avenue, Westmount, P.Q., announce the engagement of Miss Betty (L. C.) Gordon, daughter of the late Dr. C. M. Gordon and Mrs. Gordon, of Ottawa, to Mr. J. Cole Anderson, of the Bank of Montreal. The marriage will take place in April.

The wedding took place quietly in Blenheim Street Presbyterian Church, Toronto, of Helen Seachard, daughter of Col. Duff, of Kingston, to Mr. H. J. Fogar, M.C., of London. The ceremony was given away by her father, Mr. H. J. Ramsey Duff.

FROM EAST TO WEST

ONTARIO



PROVINCE.

OTTAWA.—The Divorce Committee of the Senate is entering upon the heaviest docket in the history of the tribunal. There are 132 new applications for divorce apart from a dozen standing over from last session.

—The Monument National Building, Dalhousie and George Streets, for many years the rallying point of French-Canadian citizens and organisations of Ottawa, has been purchased by the Roman Catholic Corporation of the Archdiocese of Ottawa. The purchase price was \$54,000.

—The following officers have been elected by the Canadian Cavalry Association:—President, Brig-General W. R. Patterson, of Winnipeg; secretary, Col. J. R. Munro, of Ottawa; treasurer, Col. R. M. Courtney; vice-presidents: Ontario, Col. F. Smith; Quebec, Brig-General J. B. White; New Brunswick, Col. A. J. Markham; Nova Scotia, Col. T. L. Lydiard; Manitoba, Col. A. L. Young; Alberta, General Griesbach; Saskatchewan, Col. G. H. Bradbrook; British Columbia, Col. C. L. Flick; Prince Edward Island, Col. J. Cook.

—The annual meeting of the Dominion Rifle Association was held here on March 1. Maj-General E. W. Wilson, C.M.G., Montreal, was re-elected president; vice-presidents, Lt.-Col. H. Flowers, R.O., Halifax; Maj-General R. H. McLean, R.L., M.P., St. John, N.B.; Lieut.-Col. W. P. Prowse, D.S.O., Charlottetown. His Excellency the Duke of Devonshire congratulated the Association on its success of 1926, as did Hon. Hugh Guthrie, Minister of Militia, and Maj-General Sir Sam Hughes.

TORONTO.—On February 28 the Division bells rang for the first time this session when second reading was sought for a Bill introduced by Mr. K. K. Homuth, Labour Member for South Waterloo. By 34 votes to 13, the House threw out the Bill, which Mr. Homuth said furthered the principle of "one man, one vote."

—A "Fair Rent" Bill has been introduced in the Provincial Legislature.

Mrs. W. E. H. Massey has disposed of 25 acres of property fronting on Danforth Avenue, just East of Dawes Road, for about \$125,000. The land is to be sub-divided and placed on the market. It was purchased through Robins, Ltd., for a syndicate.

The building trade has fixed the following wage rates:—Cement finishers, 60 cents per hour; and for stonemasons from 60 cents to a maximum of 85 cents per hour. It was agreed also that the following maximum rates should be effective as from May 1:—Stonecutters, 75 cents per hour; planer men, 60 cents per hour. The meeting further resolved to make no recommendation regarding the number of hours that should constitute a day's work or a week's work in any trade, but left it to each individual employer to make his own arrangements as to these with the mechanics employed by him.

—The Canadian National Exhibition will recommend to the city that negotiations be opened with the Harbour Commission for the acquisition of 600 feet of water lots to be filled in and added to Exhibition Park. Another suggestion to be forwarded to the Council is that in the event of Daylight Saving being adopted by the city, it should continue until September 15, to cover the period of the Exhibition, the dates for which have been fixed as August 27-September 10 inclusive.

BELLEVILLE.—Arrangements are being completed for the enlargement of Albert College, the cost of which will be \$600,000. The new site overlooks the Bay of Quinte, and will give excellent opportunity for aquatic sports. Dr. F. N. Baker is principal of the College.

WOODSTOCK. The local Masons have concluded the purchase of the Buckingham Hotel for a Masonic temple.

GUELPH. Operation and management of the Guelph Street Railway has been turned over to the Ontario Hydro Electric Power Commission for a term of 50 years.

QUEBEC



PROVINCE.

QUEBEC.—The Provincial Legislature has passed an Act granting \$1,000,000 each to the Universities of McGill and Laval.

—The contract has been let by the executive of the Quebec Garrison Club for the construction of a ladies' wing, which, it is expected, will be completed by June next.

—An Order-in-Council has been passed naming the members of the Quebec Liquor Commission and the Chief Attorney. The members of the Commission are:—Hon. Georges A. Simard, who resigned from the Legislative Council to become chairman of the Commission; Hon. Justice Carroll, who has resigned from the Court of Appeal to become vice-chairman; Mr. Napoleon Drouin, ex-Mayor of Quebec; Mr. A. L. Caron, of Montreal; and Sir William Ewen Stavert. Mr. D. R. Murphy, K.C., late law partner of Sir Lomer Gouin, is named Chief Attorney. All other appointments do not concern the Government. The salaries are as follows:—For the Chairman, \$14,000; Vice-Chairman, \$9,000; \$8,000 for the other three Commissioners, and \$8,000 for the Chief Attorney.

MONTREAL.—Mr. Charles Gurd, president of Charles Gurd & Co., Ltd., attained his 80th birthday on February 26, and the directors and staff met at a dinner. Souvenir silver spoons, each of which bore a portrait of Mr. Gurd, together with an inscription commemorative of the event, were distributed to those present.

NEW



BRUNSWICK.

FREDERICTON.—Vital statistics for the Province for 1926 showed 10,494 births, 5,545 deaths, and 3,718 marriages during the year, with returns yet to come in from some districts. St. John city and county provide one-fifth of the deaths with 1,159, and the marriages with 836, but not one-sixth of the births, with 1,535.

Many enquiries have been received by the Hon. D. W. Mersereau, Provincial Minister of Agriculture, from people in the industrial centres of the New England States seeking opportunities to take up farm lands in this Province.

The Hon. P. J. Veniot, Minister of Public Works, announces that the Provincial Government have decided to place in the estimates an amount sufficient to meet New Brunswick's share of cost of the preliminary work in connection with the construction of the proposed inter-Provincial bridge across the Restigouche River from Campbellton, N.B., to Cross Point, Quebec. The estimated cost of the bridge is between \$700,000 and \$800,000, of which the Federal Government was asked to pay one-half, the other half to be divided between the New Brunswick and Quebec Provincial Governments.

ST. JOHN.—The campaign to raise \$500,000 for Mount Allison University has ended without reaching its objective. The total subscribed will be in the vicinity of \$300,000. The effort was made at an unfavourable time, when financial reaction and business uncertainty conspired against its complete success.

—The new direction-finding station of the Naval Service of Canada, Radio Branch, located at Red Head, was officially opened on March 1, and will give a continuous service to the ships coming into the port. This is the fourth of the stations to be placed in operation by the department, others being located at Chebucto Head, Canso, and Cape Race. The station is located at 45.15.05 North and 66.0.50 West.

The Rev. Canon G. A. Kuhring, who has been the rector of St. John's for sixteen years, has tendered his resignation.

—At the annual meeting of the Maritime Shoe Wholesalers' Association held here, Mr. S. C. Mitchell, divisional manager of Ames, Holden, McCreedy, Ltd., was elected president; Mr. Sutherland, of the Amherst Boot and Shoe Co., vice-president; Mr. Harold W. Rising, secretary.

WOODSTOCK.—At the annual meeting of the Board of Trade here the following officers were elected:—Mr. W. Jack Dibble, president; Mr. Robert Strain, vice-president; Mr. George Filliter, secretary.



NOVA



SCOTIA.

HALIFAX. Formal transfer to the Dominion Government of all Imperial property in Halifax and elsewhere in Canada has been made. For a number of years the Dominion Government has had the custody of military, naval, and other property in Halifax belonging to the Imperial Government, and now the Dominion Government is formally given ownership thereof.

—Completing her maiden voyage, the C.G.M.M. steamer *Canadian Fisher* arrived here from Belize, British Honduras, Kingston and Nassau with passengers, mails, and a part cargo. Captain Randall reported that the trip was a great success. The *Canadian Fisher* brought back a total of 13 passengers. The C.G.M. s.s. *Canadian Forester* has left for the same ports.

DIGBY.—The installation of machinery at the new pulp mill is proceeding rapidly, and in a few weeks the plant should be ready to start operation.

TRURO.—Announcement is made that the Borden Co., Ltd., will re-open its milk factory here this month. All the Borden factories in Canada and the United States are now in operation except the one here.

—Captain Angus Walters' schooner, now building at Lunenburg, to represent Canada in the 1921 International Schooner races, has been named *The Bluenose*. The schooner is expected to be launched late in March.

MAHONE BAY.—The Board of Trade here has been re-organised. Officers elected:—President, Dr. H. L. Mitchener; vice-president, Mr. W. H. L. Strum; secretary, Mr. O. S. Joudrey.

MANITOBA



PROVINCE.

WINNIPEG.—The population of Greater Winnipeg is 152,818, according to figures in the 1921 City Directory. This is the greatest gain recorded since 1914, and a jump of 10,860 over the 1920 figure.

A resolution favouring the teaching of French in all grades of Manitoba schools was defeated by an overwhelming majority at the Manitoba School Trustees Convention here.

Mr. A. L. Wheatley, of Regina, was elected president of the Canadian Jewellers' Association at the convention here. Other officers are:—Hon. president, Mr. M. C. Ellis, Toronto; vice-presidents, Mr. A. E. Rowland (Winnipeg), Mr. Thomas Roden (Toronto); hon. treasurer, Mr. James Ryrie (Toronto); and Mr. O. M. Ross (Toronto), secretary.

Dr. R. C. Wallace, Commissioner for the North Country, in his annual Departmental Report, recommends the immediate building of 12 wireless stations in Northern Manitoba to place the whole area into direct communication with civilisation. Dr. Wallace estimates that these installations would cost \$55,000.

—Mr. M. F. Christie was elected president of the Manitoba division, Canadian Red Cross Society, at its annual meeting. Vice-presidents, Mrs. J. H. R. Bond, Rev. Dr. M. E. Rumball, Morden; hon. treasurer, Mr. J. C. Waugh; hon. secretary, Mr. F. J. L. Harrison.

SOURIS.—The Souris and Glenwood Memorial Hospital, beautifully situated on the bank of the Souris River here, was opened on February 25. The hospital is a municipal one of 30-bed capacity, and has all modern conveniences. Among the organisations that contributed are the following:—Local Chapters I.O.D.E., Souris Caledonian Society, A. F. and A. M., Souris and Glenwood Red Cross Societies, U.F.M., C.O.F., I.O.O.F., C.P.R. Boys' Garden Fund Association. The building and equipment, together with the four acres of beautifully treed grounds, are conservatively valued at \$50,000.

NEEPAWA.—Mr. John Hall, who has been acting Mayor for the town since the death of Mayor J. L. McKay, has been elected by acclamation to fill the vacancy.

ALBERTA



PROVINCE.

EDMONTON. This Province in 1920 had an actual surplus of \$196,120 on ordinary income accounts, according to the statement of the Hon. C. R. Mitchell, Provincial Treasurer. Total revenue in 1920 reached \$10,919,776, ordinary expenditure was \$10,123,356. The surplus in 1919 was \$316,990. The Provincial Telephone Department shows a net profit of \$31,610; net expenditure is given as \$8,544,937 on income account and \$6,811,918 on capital account, a total of \$15,358,856.

—The will of the late Rt. Hon. A. L. Sifton shows an estate of \$190,791, bequeathed to his widow and children in equal shares, with reversion, under certain conditions, to the Provincial Government for homes for orphans.

CALGARY. The Governor-General, accompanied by her Excellency, will visit Calgary on April 8.

SASKATCHEWAN



CHEWAN.

REGINA.—Col. McAra, of this city, has been commissioned by the Provincial Government to complete a list of all Saskatchewan men who enlisted during the recent war in the Army, Navy, Air or other branch of the Services. This record will be placed in the War Memorial building which is to be erected here.

—Since the year 1913 useless sub-divisions in and adjacent to various Saskatchewan towns, with a total area of 8,160 acres, have been returned to farming purposes because there was no demand for them for building purposes. There are 39,000 acres more which should be treated in the same way, according to an official statement from the Town Planning Branch of the Saskatchewan Department of Municipal Affairs. Of the 39,000 acres, 12,500 acres are included in sub-divisions within the borders of the seven cities of the Province, while 26,460 acres are adjacent to these cities.

BRITISH



COLUMBIA.

VICTORIA.—The run of sockeye salmon to the Fraser River this year will range itself definitely with the lean years of that river, and the former big years of the Fraser must be regarded wholly as a thing of the past, according to the conclusion reached by Dr. C. H. Gilbert, fisheries expert appointed by the Government, which was tabled in the Legislature.

The total daily sales of liquor at Government liquor stores and warehouses in 1920 amounted to \$909,884, according to the annual report of the Prohibition Commissioner. There was an increase of prosecutions for infractions of the Prohibition Act during 1920 of 921. Only four doctors were proved offenders during the twelve months ending December 31.

—The staffs of the Canadian National Railways take possession of the new offices at 911, Government Street, this month.

—On February 22 the Riverside Hotel at Cowichan Lake, one of the best-known country hostleries on Vancouver Island, was burned to the ground.

VANCOUVER. Establishment of a large steel plant on the coast probably will be begun early in the summer, according to Mr. J. H. Falconer, president of the British Columbia Manufacturers Association. He stated that five representatives of the largest steel operators in the world had looked over the ground recently, and returned to England to report. A contract, he said, had been prepared for submission to the Legislature.

—A sale has been completed whereby the Bank of Toronto becomes the owner of a 50-ft. property on Granville Street, near Hastings Street. A four-storey building now stands on the site built 26 years ago, and was originally known as the Dunn Block.

CANADIAN WHEAT via THE PANAMA CANAL



A RICH FARMING DISTRICT OF BRITISH COLUMBIA: CHILLIWACK, IN THE FRASER VALLEY

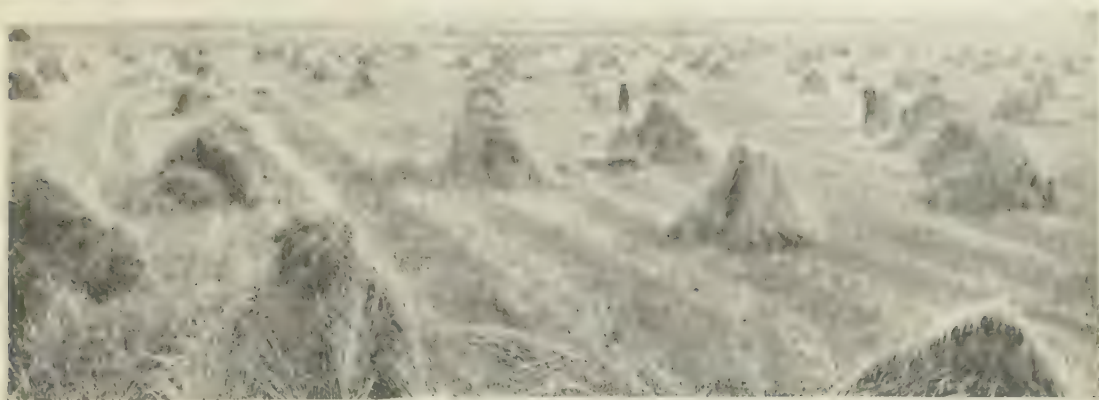


GRAIN ON THE WAY TO THE ELEVATOR.



VANCOUVER'S BURRARD HARBOR

First Commercial Shipment from Vancouver to England.



WHEAT IN THE STOOK ON THE PRAIRIES.



HOW THE WHEAT IS TRANSPORTED: A LONG TRAIN OF BOX-CARS.



LOADING WHEAT FOR ENGLAND FROM THE GOVERNMENT ELEVATOR AT VANCOUVER.

BRITISH COLUMBIA

THE DEVONSHIRE OF CANADA.

IN his narrative, Captain George Vancouver, in May, 1782, said of British Columbia: "To describe the beauties of this region will, on some future occasion, be a very grateful task to the pen of the skilful panegyrist. The serenity of the climate, the innumerable pleasing landscapes, and the abundant fertility that unassisted Nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages, and other buildings to render it **THE MOST LOVELY COUNTRY THAT CAN BE IMAGINED**, whilst the labour of the inhabitants would be amply rewarded in the bounties which Nature seems ready to bestow on cultivation."

Captain Vancouver's tributes to the beauties and fertility of British Columbia have long since been endorsed by the world at large.

British Columbia is the Riviera of Canada.

It lies between parallels of latitude 49° and 60°, where the best things grow.

The Japanese current, the mountain barriers against the East and West winds, and the ocean tides of the Pacific produce an unequalled climate.

The average temperature in the coldest month (January) is 39° Fahr. at Victoria.

The average temperature in the warmest month (July or August) is remarkably cool—60° at Victoria.

Bright sunshine on the coast is 2,068 hours, or more than in Great Britain or even the Channel Islands.



MAIN ENTRANCE, PARLIAMENT BUILDINGS, VICTORIA, B.C.

BRITISH COLUMBIA PRODUCTS.

Some of the staple products are:

Agriculture, 1919	61,000,000
Forest, 1919	70,000,000
Minerals, 1918	41,782,474
Fish, 1917	21,518,595
Total Mineral product, including 1918	637,358,581

BRITISH COLUMBIA'S NEW PRODUCTS.

Pulp and Paper.—Eleven years ago British Columbia produced no paper. It now produces 645 tons of paper daily.

OCEAN-GOING SHIPS.

Previous to 1917 no ocean-going ships had been built in British Columbia. Since that year the following have been constructed:

Wooden	90 ..	217,900 tons
Steel	31 ..	207,900 tons
	121 ..	425,800 tons

British Columbia and the Future.

British Columbia is the western front of the British Empire on the Pacific Ocean, around and within whose waters dwell two-thirds of all mankind. Here lies the Imperial Pacific British Dominion with nine-tenths of British possessions. There has been no geographical event of importance equal to that of the cutting of the Panama Canal since Columbus gave to man the "God-like gift of half the world." It has reduced the distance from Liverpool to Victoria from 14,588 to 8,892 miles, saving seventeen days and 1,700 tons of coal. It has removed the obstacle to world development on the Pacific.

What stores of energy will British Columbia contribute towards building up the great new world on the Pacific? What part will she take in the most momentous coming event of the twentieth century?

BRITISH COLUMBIA'S FUNDAMENTAL ENERGY AND RESOURCES FOR THE FUTURE.

Timber.—400,000,000,000 feet.

Coal.—75 billion metric tons.

Water Power.—24 hours' power, 3,000,000 h.p.

Iron.—Magnetite equal to best Swedish ore and hematite of best grade.

Proved tonnage of 94 millions.

Estimated, 300 million.

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BRITISH COLUMBIA HOUSE, Nos. 1 and 3, REGENT STREET, S.W.1.

CANADIAN WHEAT VIA PANAMA CANAL.

Arrival of the First Commercial Shipment from Vancouver to London.

THE voyage of the Diesel motor propelled vessel, *Buenos Aires*, from Vancouver to London, via Belfast, with 3,000 tons of wheat grown on the Western Prairies, has naturally attracted great interest not confined to shipping circles, inasmuch as this is the first cargo of Canadian wheat imported via the Panama Canal on an ordinary business basis, though two or three previous shipments were made during the war by the British Government, besides experimental shipments to test the condition in which grain passing through southern latitudes would arrive. The wheat brought by the *Buenos Aires* was consigned to Messrs. Dewar & Webb, of 24-28, St. Mary Axe, London, E.C., who informed a representative of *Canada* that the cargo had been landed in splendid condition, and that millers on the Corn Exchange said the wheat was about the finest ever received from Canada.

To celebrate the event a luncheon was given on board the *Buenos Aires* in the Millwall Dock on Wednesday of last week, while she was lying alongside the big grain elevator there discharging. Mr. Axel Johnson, a member of the firm, who, accompanied by his wife and children, has made the round

ports, would necessarily be an essential factor in their increased use on a commercial basis. He was glad to learn from the Agent General, who had taken such prominent part in this enterprise, that an important discovery of oil had been made in British Columbia. The development of trade on the Pacific Ocean, he believed, greatly depended on cheaper communication through the medium of the oil-engined ship. He concluded by expressing the great pleasure Mr. Johnson and himself had derived from their voyage and from the many attentions received by them on the various ports they had visited. Educated in England, and having spent some time in Canada, Mr. Johnson said he felt no stranger in visiting the great Dominion, which had such a promising future before it as an exporting and importing country.

After a few words from the Swedish Minister, acknowledging this new evidence of co-operation between the British Empire and his native land, Sir George Perley complimented the host and hostess upon having made the round voyage on such a delightful vessel, and said it had long been the hope of the Dominion Government that a lot of its Western-grown wheat would find another outlet via Pacific ports; and, with a view



THE M.S. "BUENOS AIRES."

voyage in the vessel, and Mrs. Johnson received the visitors, who included the Swedish Minister (Baron Palmstjerna), the Swedish Consul-General, Sir George Perley, High Commissioner for Canada; Mr. W. L. Griffith, secretary to the High Commissioner's Office; Mr. F. C. Wade, Agent-General for British Columbia; Mr. Charles Cambie, London manager of the Canadian Bank of Commerce; Mr. Harrison Watson, Senior Canadian Trade Commissioner in the United Kingdom; Mr. William Phillips, European manager, Canadian National Railways and Canadian Government Merchant Marine; Mr. Fred C. Salter, European manager, Grand Trunk System; Col. J. Obed Smith, Dominion Superintendent of Emigration; Mr. A. Samuelson and Mr. K. V. Mellin, directors of A. Johnson & Co. (London), Ltd.; Mr. A. H. Bate (*Canada*), Mr. J. MacCormac (*Montreal Gazette*).

The *Buenos Aires* was built in Sweden last year, and is of 5,380 gross tonnage, with a length of 446 feet, and over 8,000 tons d.w. tonnage. A slender funnel discharges the fumes from the Diesel oil engines, which occupy very small space. Owing to the absence of coal smoke, the vessel can be kept spotlessly clean while at sea; and her appearance, dressed rainbow fashion, in the dock, and with her white hull and gleaming brass work, caused Sir George Perley to remark: "Why, this is a yacht, not a cargo steamer." Apart from a handsome deck house, in which are spacious staterooms for owners' and officers' use, and a charming dining saloon, there is a fine promenade deck fore and aft. The vessel's facilities for handling cargo are of the most modern type. The twin propellers, though larger than those in big turbine-driven steamships, are smaller than those in the ordinary reciprocating engine steamships, and vibration is minimised.

Mr. Axel Johnson, during the luncheon, reminded the guests that they were on Swedish territory, and, in accordance with the national custom, spoke words of welcome while seated. He said that not until their arrival were they aware what excitement and widespread interest had attended their homeward voyage from Vancouver with Canadian wheat. He was glad to think that one of his firm's vessels had brought the cargo and landed it in such good order, and trusted that one result would be to develop still further the good feelings which existed between Sweden, England and Canada. He attached great importance to the utilisation of the motor in big vessels, and said the question of oil supply at the principal

ports, when he was a member of Sir Robert Borden's Cabinet, it had taken steps to increase the grain elevator facilities at Moose Jaw, Saskatoon, Vancouver and other central points. The distance from Edmonton to Vancouver was only some 770 miles, against nearly 2,700 to Montreal. A development of this trade on the route followed by the *Buenos Aires* would mean a much greater distribution of Canadian trade east and west, and he felt that their thanks were due to their host for inaugurating such a regular service so successfully and, he trusted, profitably.

Mr. William Phillips, speaking as representative of the Canadian Government Merchant Marine, in congratulating Mr. Johnson, said that the question of opening up a regular steamship service from Canada's Pacific ports to Europe, via Panama, had long been in their minds, and he congratulated the Johnson Line upon their success as pioneers in that direction. He also spoke of the elaborate equipment of the *Buenos Aires*, and its novelty as a big motor-driven vessel, as far surpassing anything the C.G.M.M. had as yet attempted.

Mr. C. Cambie also spoke of the importance of the event.

Mr. F. C. Wade, K.C., Agent-General for British Columbia, in the course of his remarks, eulogising the foresight and enterprise of the Johnson Line and the success of this first—commercial—shipment of grain from Vancouver via the new Canal, said: "It is not so much what British Columbia is now, but the part she is going to play in the future. How few people yet realise that two-thirds of all mankind reside on the shores and islands of the Pacific Ocean, and that nine-tenths of the British possessions are in, or border on, that ocean. I think one great reason that the Pacific Coast is not so much thought of as the Atlantic is because, to reach British North American possessions direct by sea has hitherto involved a voyage of 14,560 knots; now the voyages of such vessels as this bring British Columbian ports within 8,700 knots, an immense saving." Mr. Wade went on to speak of the great awakening now in prospect as to the value of this new route. He regarded the voyage of the *Buenos Aires* as an historical event, which was, he understood, to be the precursor of many similar trips by such vessels. Whether, as he had lately said elsewhere, British Columbia would become the shop-front of Canada, perhaps remained to be seen; but, remembering the extent of the still untouched resources of the Province in hematite, iron, coal, timber and other natural

resources—which he enumerated in detail—it was difficult to realise the immensity of the future development of trade via the Pacific ports of Canada which might follow the introduction of such improved methods of transportation as the *Buenos Aires* had shown were possible.

Mr. Johnson, in the course of further conversational remarks, said he was sanguine as to freight prospects, and also as to the possibility of a development in the emigration and tourist traffic between Sweden and the Canadian West. To the outbreak of the Great War, so soon after the opening of the Panama Canal, he attributed much of the ignorance which had prevailed as to its importance in increasing the transportation facilities of the world, especially in connection with Canadian Pacific ports.

The Voyage.

Capt. Eric Atterling, who is a fine type of the Swedish mariner, and naturally proud of his latest command, told a representative of *Canada* that the *Buenos Aires* left Gothenburg on August 1, called at London, where she took in oil fuel and cargo, Tenerife, St. Vincent, Pernambuco and other ports on the East Coast of South America, then through Magellan up the West Coast, calling at Punta Arenas, Salina Cruz, Panama and San Francisco, where she filled her oil tanks, then on to Vancouver, via Tacoma and Seattle. Homeward bound, she left Vancouver on January 19, and, coming through the Panama Canal, arrived at Belfast on March 6, and London on March 13. Her cargo from Vancouver, besides the 3,000 tons of wheat in bulk, included a quantity of British Columbia salmon. Capt. Atterling said the Diesel engines gave no trouble whatever, either outward or homeward. A 12-knot speed was realised on a daily consumption of 10½ tons of oil, which is about equivalent to 55 tons of coal per day.

Messrs. Gardner Johnson are the agents of the vessel in Vancouver, and Messrs. A. Johnson & Co., the owners, have offices in London at 3, Gracechurch Street, E.C. The latter firm, whose headquarters are at Stockholm, own eleven motor-propelled steamships, besides eighteen ordinary steamships. The *Canada*, a similar vessel to the *Buenos Aires*, is now en route to Vancouver, and regular sailings between Gothenburg and the Western Pacific Coast, via South American ports, and homeward via the Panama Canal, will be maintained by this enterprising firm.

Photographs appear on our centre double-page.

— * * —

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

OXFORD'S WOMEN'S COLLEGES.

To the Editor of *Canada*.

SIR,—In the message which the Queen gave through the Chancellor to the University of Oxford, when she received the degree of Doctor of Civil Law on March 11, her Majesty was pleased to express her deep interest in the appeal for endowment which is being made by the Women's Colleges. She pointed out that they did not enjoy the advantages of older foundations and could not look back to a royal or princely founder, nor had they been endowed by a long line of wealthy benefactors. She hoped that "not only here but in the larger world outside a generous response would be made to this appeal."

We do not wish to add anything to the Queen's eloquent and cogent words, which her Majesty has since reinforced by a most generous gift of £500; but we ask you to give them the publicity which, we feel sure, will secure the response that her Majesty has asked for. Donations should be sent to the Viscountess Rhondda, 92, Victoria Street, Westminster, London, S.W.1.—Yours, etc.,

CAROLAN OF KEDLESTON, Chancellor of Oxford University.

RHONDDA, Hon. Treasurer Oxford Women's Colleges Appeal Fund.

— * * —

The first German Consul-General since September, 1914, has arrived in Montreal.

During February alone the number of individuals who were granted free passages by the Overseas Settlement Committee amounted to over 3,000, of whom 1,566 were men, 721 women, and 720 children. The distribution was as follows: Canada, 1,312; Australia, 878; New Zealand, 536; South Africa, 205.

To provide a "home" for passengers emigrating from the Continent to the United States who have to wait a few days at Southampton, the American air park at Eastleigh, near Southampton, is to be bought by the White Star, Cunard, and Canadian Pacific Companies.

The Ottawa correspondent of the *Times* learns that the Canadian Government is considering the adoption of the British policy for taking 50 per cent. of the purchase price of all German goods imported into Canada, and that proposals dealing with the matter will be submitted with the coming Budget.

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For Overseas Buyers.

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Craven House, 113, Kingsway, London, W.C.2

PROGRESS IN BRITISH COLUMBIA

Survey of a Year's Development—Canada's "Pacific Port of Predestination."

VANCOUVER Canada's Pacific Port of Predestination (as it was termed by Lord Burnham at the time of his visit, with other Imperial Privileges) during the summer of 1920, is the commercial capital of British Columbia and the pulse of the industrial activities of the whole Province. Those things that are manufactured in Vancouver City alone would not convey an adequate idea of the manufacturing business and interests there controlled. A more general survey is necessary.

At the end of December, 1919, exceptional activity was shown in every branch of industry in British Columbia. During the first half of 1920 this activity was kept up. Prices were still rising, and there was a shortage of nearly every basic commodity. The chief adverse result from the general depression was the severe restriction during the year of the mining and the lumber industries, both being very large consumers of materials produced within British Columbia, as well as being producers of wealth which was distributed by means of big pay-rolls. Against this is to be set the prosperity due to the buying power created by the bounteous crops throughout the Middle West, which has gone far to sustain business conditions. Then the very violence of the drop in basic commodity prices means that a reaction will set in early

From a broad point of view, the mining conditions in British Columbia are good, but, from a narrower outlook, they are not so good. There are comparatively few mines in the 333,000 square miles of British Columbia that have been developed to the shipping stage, but taking into account the developing and prospecting work that has been done, it means that much progress has been made during the year.

During the war years there was a keen demand for British Columbia metals. This gave a hectic stimulus to the industry, and the mines and smelters reaped rich rewards. The money made is now being used for development in the mining area.

The actual output of copper, lead and zinc during 1920 was little less than the output during 1919, but the money value of these products is considerably less, owing to the lower prices prevailing. Quartz and gold mining suffered equally with the base metals. Silver was profitable until the close of the year. Coal and coke have been normal. Iron resources have been brought one stage nearer to development. Oil drilling is continuing; nothing great has been struck.

The packers have disposed of nearly all their year's pack of sock-eye fish, but are still carrying a large proportion of the pack of inferior grades, which is unfavourable. No inferior grades were packed during 1919. The call for them



THE "INDUSTRIAL ISLAND" IN FALSE CREEK, VANCOUVER.

in the year (indeed, it is already felt to have begun), and conditions will naturally readjust themselves. Thus, looking back over the year 1920, it may be truly said that British Columbia industries have, as a whole, enjoyed a prosperous year.

In the beginning of 1920 lumber, shingles, pulp and paper mills were booming to an unprecedented degree. Prices were on the up grade, and the demand for all grades from the United States and other world markets continued at a feverish rate. So great was the demand that prices "ran away with themselves." Then came an increase in freight rates, and, from the peak of prosperity in May there came a decrease of from 38 per cent. to 42 per cent. to the end of the year.

Log stocks at Vancouver and Fraser River in December, 1919, were 62,000,000 ft.; in December, 1920, 100,000,000 ft. Coast stocks of lumber at January 1, 1920, 102,000,000 ft.; at December 1, 1920, 170,000,000 ft. At mountain (interior) mills, the total production for 1919 was 258,000,000 ft.; in 1920, 290,000,000 ft. Shipments in 1919 were 313,000,000 ft.; in 1920, 220,000,000 ft.; stock on hand in 1919, 88,000,000 ft.; in 1920, 160,000,000 ft.

Beginning in the year 1911, there was an output in British Columbia of 90 tons of chemical pulp. In 1919 there was an output of 52,000 tons of chemical pulp, 65,000 tons of mechanical, 123,000 tons of newsprint paper, and 7,200 tons of wrapping paper, making a total money value, in 1919, of \$12,554,000 for the one year. This rate of growth is likely to continue. The products of the pulp and paper industry are shipped, mainly, to the United States of America, to Australia and to Japan, and much is used in Canada. Even this market has not escaped the general turmoil of commercial conditions, but orders are available for the entire output, and, during 1921, the factories will be working full time. Any trouble has been connected with finance, not with demand.

previously was caused by food shortage. The year 1920 may be considered a fair one for the canning industry, and most of those engaged in it show a good return for the season's operations. Herring are an increasingly important factor, and the latest reports from Nanaimo (January) say: "Never in the past ten years has the herring fishing been carried to such an extent as to-day. Each boat is averaging 2 tons per day, for which the fishermen receive from \$17 to \$20. During the last three months of 1920 there were 600 tons of herring caught in Departure Bay. These fish brought an average sum of \$30 per ton f.o.b. Vancouver. The herring run will last until the end of February. Sea gulls are hovering about in unnumbered flocks."

The whaling season provided an average catch, but its principal product, whale oil, has slumped in price to a point where its market value is below the cost of production, and a large proportion of the season's product remains in the refiners' hands. Unless the market recovers, it stands to reason that operations next season will be restricted.

The growing, picking, packing, canning and marketing of British Columbia fruits and vegetables is increasing every year. Weather conditions make the crops vary in size and in quality, but, taking all parts of the Province into consideration, the year 1920 was an excellent one for agriculturists.

Ocean-going vessels were not built in British Columbia prior to the year 1917. To compare the actual output of steel built in any one year with any other year is a difficult, for the reason that it is customary to build the total tonnage laid down, launched and completed within the period. During 1920 there were 13 steel ocean-going ships launched, with a total tonnage of 100,000 deadweight, and a total contract value of \$28,180,000. At the end of 1920 there remained, in course of construction and not yet launched, three steel steamers of a total of 25,000 tons deadweight and a contract value of \$4,700,000. At the end

of 1920 there were orders still on hand, for which keels had not been laid, for two steel steamers, totalling 16,780 tons; contract value, \$2,800,000.

Foreign Trade.

The recognition of the importance of the relationship of ships and ports to the matter of foreign trade has been complete on the part of the Canadian Government, and the progress of Vancouver and Victoria as British Columbia ports is of vital importance to all Canada. At no time in the history of Vancouver have so many ships visited the port, nor from so many countries, as during the year 1920. Nor have so many nor so varied products of foreign countries been landed at the docks. The manufactured products of Canada, and the United States, too, and the raw materials of British Columbia have been shipped from the port of Vancouver in greater quantities and more varied kinds than ever before. Thus an excellent start has been made.

New overseas steamship connections were established during 1920 by lines to British India, France, South America, Holland, Scandinavia and New York, also additional lines to Australia and New Zealand; and lines projected to British West Indies and further lines to Great Britain.

Construction Work.

Outside of the building of homes, stores, banks and warehouses, and many alterations to and enlargements of stores, garages, hotels, schools, public halls, etc., Vancouver's principal constructions consisted of the Canadian Pacific Railway's new ocean dock, the Ballantyne Pier, Coghlan's graving dock, the Union Bank, the Allen Theatre and Capitol Theatre, and the railroad terminals of the Canadian National Railway. Extensive building programmes have been prepared for the year 1921.

Other work completed in the Province includes the extension of the Canadian National Railway from Kamloops to the Okanagan Lake; completion of the Canadian National Railway on the Victoria-Alberni route, on Vancouver Island; the big Sumas reclamation scheme, where the great flats, not far from Vancouver, will be reclaimed and dyked to prevent overflowing by floods and general swampiness, and be converted into rich and near market farm lands; the Osoyoos irrigation scheme, whereby a large tract of southern dry-belt mountain benches are turned into valuable fruit-growing orchards; and the Bridge River hydro-electric scheme survey.

Manufacturing industries had a good year. A number of important new industries were established, while other industries, organised during 1919, advanced into the producing stage during 1920. Right in the heart of Vancouver City an island has been built in False Creek, where vessels can swing on to the private wharves of manufacturers during times of high tide, and a most important industrial section has thus been developed.

The following is a summary of industrial corporations in British Columbia during 1920, with their capitalisation:—

Agricultural, fruit canning, etc., 29 (\$2,624,000); fishing, salmon canning, etc., 21 (\$1,255,000); lumber, shingles, pulp and paper, etc., 156 (\$21,386,000); mining, smelting, oil, etc., 74 (\$34,600,000); metal and engineering, 20 (\$2,849,000); shipbuilding, shipping, transportation, etc., 9 (\$5,605,000); importers and exporters, 21 (\$1,605,000); miscellaneous industries, 18 (\$4,142,000); total capitalisation, \$74,126,000.

E. B. B. REENOR.

— * * —

WEST INDIAN CABLE SERVICE.

The following motion was agreed to in the House of Lords at Westminster on Monday:—"That the Agreement, dated the 16th day of March 1921, between his Majesty's Government and the West India and Panama Telegraph Co., Ltd., supplemental to the Agreement, dated the 10th day of August, 1914, entered into between his Majesty's Government, the Government of the Dominion of Canada, the Crown Agents for the Colonies, and the West India and Panama Telegraph Co., Ltd. (H.C. 447, of 1914), be approved."

Mr. Pike Pease, Assistant Postmaster-General, stated that the Canadian Government had paid their portion of the subsidy up to December 31 last, and he hoped that it might be possible to arrange with them to take the same course which the Government were asking the House to pursue.

— * * —

COWBOYS' EXCITING RIDE

Having received a wire from Winnipeg that his wife and her mother were about to leave for England, a cowboy named W. P. Burke, who was at Grand Fort, N.D., a distance of 150 miles from Winnipeg, had a very exciting ride on horseback, as he had only a sufficient amount of money to convey him from Winnipeg to England. He reached Winnipeg Station just in time to jump on to the last C.P.R. train for St. John, N.B., to catch the Canadian Pacific liner *Empress of Britain*. While on the train he met his wife and his mother-in-law, and landed at Liverpool last Saturday morning.

UNEMPLOYMENT IN CANADA.

Dominion's Comparatively Favourable Position.

Industrial unemployment which has followed closely in the wake of the drop in prices and curtailment in production, has been fairly general in Canada during the last few months. Reports from throughout the Dominion go to show that practically every manufacturing city or town has its quota of labourers out of work. In some centres this has given rise to a serious problem, and it has been necessary for the Government or municipal authorities to provide some method by which the surplus labour could be looked after or employed, the expedient most generally advanced being to engage the labourers for some public work. In some places where employment could not be provided in this way, money has been advanced to assist those out of work in supporting themselves and their families. The cost of this assistance, which practically amounts to unemployment insurance, has been borne partly by the municipality concerned and partly by the Provincial Government.

Conservative estimates (states the current monthly letter of the Royal Bank of Canada) place the number of workers in the United States who are at present unemployed at about 3,000,000, while, up to the end of January, figures compiled for Great Britain show that 1,060,000 labourers were out of employment. In Canada, according to a statement issued by the Department of Labour, Ottawa, there were on January 22, 1921, approximately 62,500 unemployed, or about 10 per cent. of the total number of labourers engaged in the industries sending in returns to the Government. Taking the number of unemployed as a percentage of the total population, and making allowance in the case of Canada for the industries which do not furnish returns to the Government, Canada's position as compared to either the United States or Great Britain is most favourable; the percentage of unemployed to total population being 2.7 in the case of the United States, 2.3 in that of Great Britain, and .8 in that of Canada.

Farm labour is not thrown on the community in hard times in the same way as are factory employees. This accounts for Canada's advantage over the United Kingdom or the United States, where the manufacturing industries are more highly developed and closely concentrated than they are in this country.

From various centres reports are being received of industries which had closed down, gradually reopening on part time. This, and the advent of the crop season, should ensure improvement in conditions unless some unforeseen development takes place.

— * * —

BARNARDO CHILDREN FOR CANADA.

The *Scandinavian*, which sailed from Southampton last week, took out to Canada 99 boys and 32 girls from Dr. Barnardo's Homes, which have now placed no fewer than 27,021 children in various parts of the Empire. The present party are bound for Toronto, from which centre they will be distributed over the country, many of them on to big farms.

— * * —

The Canadian Government has loaned to returned soldiers, under the Land Settlement scheme, some \$73,711,000.

The Graves Visitors Department of the Church Army has made improved arrangements for conducting parties of relatives to the graves of the fallen in the Ypres salient and other parts of the Western front. The charge for visiting certain areas has been reduced, and the Church Army gives assistance towards fares in approved cases of need. All particulars will be supplied on application to the secretary, Graves Visitors, Church Army, 55, Bryanston Street, London, W.1.

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"English Review."

Notable articles in this month's *English Review* are "England and America," by Storm Jameson; "The London Conference: German Reparation," by "Redhat," and "The Control of the Life Cycle," by Julien Huxley; while Austin Harrison contributes an editorial on "The Empire Mind," dealing principally with the Irish question, and emphasising the necessity for regarding it from an Imperial point of view; and Thomas Moulton gives his opinion as to what need of appreciation would be accorded to Keats. "If Eudymion" were written today." Other contents include "Thus to Revisit" (continued), by Ford Madox Hueffer; "The Will to Art," an appreciation of Mrs. Alice Tweedie's sketches of her travels, by Richard Whiting; and an article by "Luifer," reviewing Graham Phillips' novel "Susan Lennox."

"Springer's Journal."

The aspects of politics and business involved in the payment of the German indemnity and trade restrictions are discussed editorially in *Springer's Journal*. "Problems of International Finance" are dealt with generally by Hartley Withers: "The Tyranny of Trade Unions," by J. Ellis Barker, who concludes: "Before long we may see a widespread revolt against Trade Unionism. Its downfall seems inevitable. Organised labour has over-reached itself." A. Wyatt Tilley, examining "The Case Against Free Trade," holds that if and when the controversy as to the relations of the State to industry and to the individual becomes acute, "Free Trader and Tariff Reformer may both have to jettison a good deal of their cherished cargo, and think out their fundamental political faith afresh." "The Bank of England's Capital" is the title of an article by Alexander Wright, who says that while it is not pretended that a mere increase in the capital of the bank will give an effective bank rate, or restore our currency to a parity with gold, "as one small step towards the goal that any but pure inflationists must desire to see attained, it may be worth considering."

"World's Work."

One of the most striking articles in the March *World's Work* is "The Foreign Policy of France," by André Tardieu (Plenipotentiary of the French Republic at the Peace Conference), in which he shows how essential is "the maintenance of those alliances and friendly relations which enabled France to win the war," points out the difficulties in the way, and suggests means of overcoming them. He repudiates and proves the injustice of the charge of Imperialism levied against France, and shows how beneficial to the world France's foreign policy would be. "To assume," he says, "the great pacific part she is called upon to play, France asks only for one thing, namely, that promises, once given, be kept, and nothing but failure to keep such promises would then cause her to relinquish the task to which she is prepared to devote herself." On the other hand, Maximilian Harden continues his plausible appeal for his vanquished countrymen, pleading that they stand between the alternatives of Bolshevism and the return to power of the old military party, either of which would be a serious world-danger. Of special interest to Canadians is "Canada's Bid for Paper Power," by James Armstrong, who reviews the paper situation in various parts of the world and shows that "the country which, before all others, ranks as the most attractive field for the paper-makers' activities is the Dominion of Canada." Among other important articles are "The Pressing Need for Disarmament"; "The Matches of an Empire—The Work of the Sistan Levy Corps," by J. C. Pearce; and "New Zealand as a Food Producer," by Maurice Hurst; while "The March of Events" deals, *inter alia*, with "Canada's Merchant Marine."

RAILWAY EARNINGS (Gross)

Week Ending March 14

Canadian Northern	\$1,472,400	inc.
\$406,800		
Canadian Pacific	\$3,176,000	inc. \$46,000
Grand Trunk	\$224,400	inc. 5,740

* * *

CANADA'S FOREIGN TRADE.

The foreign trade of Canada decreased by \$37,000,000 last month, thus maintaining the downward tendency already manifested (says the Montreal correspondent of the *Morning Post*). Imports declined \$15,500,000, while exports were lower by \$21,400,000. In eleven months of the fiscal year a favourable balance of \$224,000,000 has been converted into an adverse balance of \$26,000,000. The largest decline in imports is shown in textiles and textile products usually supplied by the United Kingdom.

* * *

B.C. BOARDS OF TRADE & AMERICAN RAILWAYS.

The following resolution was passed at the annual conference of the Associated Boards of Trade of British Columbia:

"That as the American railways have had more than reasonable time to accede to the application made by the Vancouver Board of Trade, that the arbitrary rate of 8½ cents on West-bound trans-Continental freight against British Columbia be removed, this conference of the Associated Boards of Trade of B.C., representing sixty-two Boards of Trade, recommends that until such time as the application be granted, in every case where at all practicable, the business interests of British Columbia have preference given to Canadian lines in the routing of freight to and from British Columbia points."

— * * —

The output of Canadian coal mines during 1920 amounted to 16,986,000 tons, or more than 3,000,000 tons in excess of the 1919 figures, and 1,436,000 tons more than the previous record total.

THE SOLDIER SETTLEMENT BOARD OF CANADA.

Ex-Service Officers and men of the Imperial Forces desiring to take advantage of Canada's Soldier Settlement Land Scheme will in future make their application on their arrival in Canada to the Superintendent of the Soldier Settlement Board for the District in which they desire to settle.

Applicants will be required to satisfy the Board as to their general fitness and suitability.

MILITARY QUALIFICATIONS. They should take with them their Discharge Certificate or other documents showing evidence of service.

TRAINING. Settlers will be required to work on a farm in Canada to gain necessary experience before they can be qualified to take a farm of their own; this period shall not be less than one full year for those who have had farming experience in Great Britain, and two years in the case of those who have not so farmed.

FINANCIAL. Ability to bear the financial obligations during his training period, and applicants will be required to pay down 20% on the purchase price on land, stock and equipment purchased through the Board.

For further information relative to Canada apply to Superintendent of Emigration for Canada, 1, Regent Street, LONDON, S.W.1.

FINANCIAL ITEMS.

Imperial Tobacco of Canada. An interim dividend (No. 42) of 1½ per cent is announced, payable on March 30.

Canadian Car and Lundry. A dividend of 1½ per cent has been declared on the Preference stock for the quarter ending March 31, payable on April 11.

Calgary and Edmonton Land.—Announcement is made of the first interim dividend for 1921 of 3d. per share, less tax, payable April 16 to shareholders registered March 17.

Province of Manitoba.—The Canadian Bank of Commerce gives notice that the transfer books of the 4 per cent Registered Stock, 1920, will be closed from April 11 to 30 for preparation of interest warrants.

Steel of Canada.—A dividend of 1½ per cent is announced on the Ordinary shares for the quarter ending March 31, payable May 2 to holders of record in Canada April 9.

Alabama Traction, Light, and Power.—Operating results of Alabama Power Co. (the principal operating subsidiary) from all sources for February, are as follows: Gross \$353,786, net \$267,967, compared with \$325,735 gross and \$202,549 net in February, 1920.

Province of Nova Scotia.—The National Provincial and Union Bank of England notify that in order to prepare the dividends due May 2 on the 4½ per cent stock, the balances of the several accounts will be struck at the close of business on April 1.

Mississippi River Power.—Messrs. Springer & Co. announce that cable advice has reached them stating that the Illinois Public Service Commission has approved the plan of Mississippi River Power Company to issue additional Preferred stock for payment in full of back dividends.

Ontario Loan and Debenture.—Net earnings for 1920 were \$279,893, plus surplus from sale of old office building \$23,000 and balance brought forward \$32,623, making \$335,517. Quarterly dividends at the rate of 9 per cent, per annum with bonus 1 per cent, absorbed \$175,000; there was transferred to reserve \$100,000; Dominion income war tax was \$28,864, and \$31,653 was carried forward.

Kirkland Lake Proprietary (1919).—A series of reports has been issued to shareholders, who are asked to give their very careful attention to those documents, as, in the directors' opinion, they clearly show the great value of the company's mining properties. The directors state that "with the funds in hand, which will be augmented by the sales of silver now being won at Aladdin Cobalt, there will be ample to carry out a full and consistent programme of working with a balance available for further prospecting and emergencies."

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YUKON GOLD AND SILVER.

In reviewing the gold situation since its first discovery in the Yukon, the *Dawson Daily News* states that no less than \$200,000,000 of the precious metal has been recovered during the last thirty-five years. It further stated that within the next quarter of a century another \$200,000,000 will be given to the world in the form of silver from the Mayo area, where there are indications of rich finds.

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PARCEL POST WITH ARGENTINA.

A direct exchange of parcels by post between Canada and the Argentine Republic has been arranged. This is in addition to the existing parcel post exchange by way of England. Direct parcel mails from Canada will be made up at Montreal during the summer season and Halifax during the winter, and will be despatched monthly by steamers of the Canadian Government Merchant Marine, Ltd.

The rate of postage on parcels from Canada to the Argentine Republic by the direct route will be 12 cents for each pound or fraction of a pound, with a limit of weight of 11 pounds. The regulations as to packing, Customs declarations, prohibited articles, etc., will be the same as for parcels sent by way of England.

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TOTAL ASSETS (30th November 1920) \$169,205,445.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 1913, 76.
Canada.—3½ p.c. 1909-34, 74½; 5 p.c. Reg., 1938, 60; C.P.R. 3½ p.c., 1938, 69½; 3½ p.c. Reg., 1930-50, 64½; 4 p.c. Stock, 1940, 60, 71½; 3½ p.c., 1909-34, 74; C.P.R., 3½ p.c. 1938, 70; 4½ p.c., 1920-25, 92½.
Newfoundland.—4 p.c., 1913-36, 72.
Nova Scotia.—4½ p.c. Ins., 1934-64, 72½; 3½ p.c., 67½.
Quebec.—4½ p.c. Reg., 1954, 77; 4 p.c., 1934, 78.

Municipal.

Calgary.—4½ p.c., 1930-42, 89½; 5 p.c., 1933, 84 7/8.
Edmonton.—4½ p.c., 1930-51, 85½; 1932-52, 86½; 5 p.c., 1923-53, 91½; 5 p.c., 1923-53, 78½.
Gt. Winnipeg Water.—4½ p.c., 78½.
Montreal.—3½ p.c., 1933, 70½; 3 p.c. Perma., 50; 4 p.c., 1932, 78½; 4 p.c., 1948-50, 66½; 5½ p.c., 1951-3, 74; Maisonneuve, 5 p.c., 1952-3, 82.
New Westminster.—4½ p.c., 59; 5 p.c., 1943-63, 65.
N. Vancouver.—4½ p.c., 1932-61, 60; 5 p.c., 1963, 71½.
Saskatoon.—4½ p.c., 1941-61, 73.
S. Vancouver.—5 p.c., 1962, 68½.
Toronto.—3½ p.c., 1920, 78; 4½ p.c., 1948, 74½.
Vancouver.—4 p.c., 1947-9, 62½; 4 p.c., 1950-1-2, 61½; 4½ p.c. Local, 87.
Winnipeg.—4 p.c., 1940, 80; 4 p.c., 1940, 60, 72½; 4½ p.c., 1943-63, 81.

Railways.

Alberta & Gt. Waterways.—5 p.c., 74½.
Algoma Cent.—Stamped, 20½.
Buffalo & Lake Huron.—5½ p.c., 1st Mort., 80.
Can. Atlantic.—4 p.c., 1956, 68½.
Can. Northern.—Ont., 3 p.c. Dom., 63; 4 p.c. Perp., 56½; 3 p.c., 1953, 63; 4 p.c., 1930, 91½; 4 p.c. Alta., 1939, 66½; 4 p.c. Soak., 1939, 67½; 4 p.c. Dom., 1934, 83½; 5 p.c. Inc. Charge, 32½; 4 p.c. Man., 83; 5 p.c. Land, 83½; Western, 4½ p.c., 1942, 82½.
Can. Pacific.—145½; 4 p.c. Non. Cum. Pref., 61½; 4 p.c. Perp. Deb., 66; Algoma, 81; Spe. Inv., 6 p.c., 119½.
Central Ry. of Can.—4 p.c., 42.
Central Ont.—5 p.c., 77½.
Dom. Atlantic.—60.
Duluth Winnipeg.—4 p.c., 66½.
Edmonton Dominion.—65½.
Grand Trunk Pacific.—Branch, 4 p.c., 83; Alta., 81½; 3 p.c., 62½; 4 p.c., 1955, 67½; Lake Superior 4 p.c., 69½; 4 p.c. Delm., 42.
Grand Trunk.—45½; 4 p.c. Guar., 62½; 5 p.c. 1st Pref., 44½; 5 p.c. 2nd Pref., 33½; 4 p.c. 3rd Pref., 13½; Board. Chap., 75½; Perp., 4 p.c., 62½; Gt. West. Board., 76½; Northern of Can., 82; 6 p.c. 3 yr. Notes, Oct., 100½; West, 4 p.c., 65; Dollar Bds., 80½.
Montreal.—5 p.c., 103½.
New Brunswick.—5 p.c., 83.
Ontario & Quebec.—6 p.c., 92½; 5 p.c. Perma., 76½.

Pac. Gt. Eastern.—4½ p.c., 81½.
Qu Appelle.—4 p.c., 64.
Quebec Cent.—76½; 4 p.c., 61½; 3½ p.c. 2nd Deb., 52½.
St. John & Quebec.—4 p.c., 65.
Temisouata.—5 p.c., 15½.

Financial, Land, etc.

Anglo Newfoundland.—5 p.c. Debts., 84½; 6 p.c. Debts., 104½.
Canada Land.—1/3; 6 p.c. Debts., 17½.
Hudson's Bay.—5½; Pref., 75/7½.
Royal Bk. of Can.—(Lond. Reg.), 44.
San Antonio.—6 p.c. Bds., 17½.
Trust & Loan of Can.—(15/-), 12/6.
Union Bk. of Can.—44½.
Western Can. Land.—9d.

Electric Power and Traction.

Brazil Traction.—37½.
B.C. Elect.—5 p.c. Cum. Perp. Pref., 54½; 4½ p.c. Perp. Debts., 56½.
Can. Gen. Elect.—128½.
Kaministiquia.—Cap., 90.
Montreal St. Ry.—4½ p.c. Debts., No. 601—2000, 91½.
Montreal Water.—4½ p.c. Prior Lien, 82½.
Swingman.—Cap., 113½.
Toronto Power.—72.

Iron, Coal and Steel.

Can. Collieries.—5 p.c. Bds., 19.
Can. Steel Foundries.—6 p.c., 95½.
Can. Vickers.—6 p.c., 78½.
Dom. Iron & Steel.—5 p.c., 73½; 5 p.c. Bds., 1929, 90.
Dom. Steel.—Ord., 44½.
Nova Scotia Steel.—6 p.c. Debts., 79½.
Steel Co. of Can.—6 p.c. Bds., 101.
West Can. Coll.—8/6.

Mines.

Kirkland Lake.—14/9.
Le Roy.—No. 2, 2/6.
Mond Nickel.—Ord., 24/9; 7 p.c. Cum. Pref., 19/6; 7 p.c. Non. Cum. Pref., 14/9; 6 p.c. Red Debts., 92.
Mining Corp. of Canada.—3/6.

Miscellaneous.

Bella Utd. Asbestos.—29/9.
B.C. Breweries.—6 p.c., 80.
Brit. Controlled Oilfields.—Com., 6/7½;
Non. Cum. Pref., 7/4½.
Canada Cement.—68; 7 p.c. Cum. Pref., 100½.
Canada Steamships Bds., 71; Com., 32½; Voting, 32½.
Can. Car.—Com., 28½; 7 p.c. Cum. Pref., 40.
Can. Cotton.—5 p.c. Bds., 84½.
Can. Pac. Lumber.—15.
Can. Western Lumber.—Debts., 56½; 5 p.c. Inc. Debts., 5½; Com., 5d.; Def. Interest Warrants, 20.
Can. Western Natural Gas.—5 p.c., 46.
Cockshutt Plow.—7 p.c. Pref., 14½.
Furness Withly.—22/5; Pref., 6½.
Imperial Tob. of Can.—16/4½; 6 p.c. Pref., 16/6.
Mareoni (Can.)—6/1.
Squibb River Pulp.—6 p.c. S.F.G., 101½.

DOUBLE INCOME-TAX.

Mr. Justice Sargant held last week in London that the Finance Act, 1920, had not altered the law, as laid down by the House of Lords in considering the effect of section 43 of the Finance Act, 1916, that, where a company here has paid Colonial income-tax, the company should deduct the full rate of United Kingdom income-tax in paying dividends, with the result that the repayment benefits the ordinary shareholder and not the preference shareholder, who was entitled to a fixed rate of interest.

A full report of the judgment appeared in the *Times* Law Reports. (*Wakefield v. Whiteaway, Laidlaw & Co., Ltd.*)

The Atlantic and St. Lawrence Railway Company has been required by the United States Government to pay income-tax upon the rental (6 per cent. on the whole of the capital of \$5,484,000) payable by the Grand Trunk Railway Company of Canada, which has a long lease of the line. In consequence, says the City editor of the *Times*, the balance in hand available for payment of the coupon due yesterday is only £2 8s. 1d. (instead of 25), from which the English income-tax will have to be deducted. The American income-tax is at the rate of 60c. for each \$100 share, this being equal to 11s. 11d. on the £6 payable on each £100 share by the Grand Trunk Company by way of rental for 1920. The Atlantic and St. Lawrence Company have no funds out of which to pay the coupon except the rental, and the Grand Trunk Company claim that they are not liable under the term of the lease to pay the American income-tax. The news of the double income-tax deduction has come as a bombshell to holders of the shares, which have been regarded as a first-rate investment; but the loss to the holders seems to be an unavoidable misfortune. The railway, which is only 65 miles long, is situated entirely in United States territory, and it therefore seems clear that the company is liable to the American tax. Complaints were heard in the market about the delay in giving notice of the deduction, which, it was contended, should have been notified to the shareholders before the coupon actually fell due.

QUEBEC LEADS IN THE PAPER INDUSTRY.

Of the 33 paper mills in Canada, 17 are in the Province of Quebec; of the 27 factories making both pulp and paper, 12; of the 99 making either pulp or paper, or both, 46. The total output of the Canadian paper factories in 1920 is estimated to be worth \$16,553,776, of which Quebec produced \$9,849,520. The pulp industry produced \$69,896,588, of which Quebec's share was \$28,765,550. The combined pulp and paper factories turned out produce worth \$178,131,437, of which Quebec accounted for \$85,487,794. The output of all the factories was valued at \$264,581,300, nearly 50 per cent. of which was accounted for in the Province of Quebec.

Canada is almost the only country which is increasing its gold production.

THE RAILWAY SITUATION. C.N.R. Board to be Reorganised.

As a result of the enormous deficit in the operation of the National Railways, the Government was decided to reorganise the board of directors (says the Ottawa correspondent of the *Times*). The resignation of the chairman, Mr. D. B. Hanna, and his associates is expected towards the end of April. The Government is seeking a new president for the railway, and among the names mentioned for the post are Mr. Howard Kelley and Mr. Dalrymple, of the Grand Trunk.

Grand Trunk Arbitration Application.

The Grand Trunk Railway Co. has applied to the Government for an extension of the arbitration proceedings, claiming that it is impossible to conclude its case within three or four months (says the Ottawa correspondent of the *Times*).

The Government fixed April 9 as the date when the decision of the Arbitration Board was to be given, and it is likely that the company's application will be refused, on the ground that an extension of time is unnecessary and will delay the work of effecting a reorganisation and co-ordination of the National Railway lines.

Importance of Immigration.

Mr. E. W. Beatty, the president of the Canadian Pacific Railway Co., discussing the position of the national railways, declares (says the Toronto correspondent of the *Times*) that without immigration the prospects of the National lines are hopeless, and that any legislation which restricts desirable immigration must inevitably pile up further deficits.

He agreed, he said, with Mr. Crerar, the leader of the Farmers' Party, that a wise and vigorous policy of immigration would help to solve most Canadian problems. He was opposed to the admission of city-bred persons from the Continent of poor physique and doubtful health, who at once drifted into the slums or into the large communities of the foreign-born, who had no desire to assimilate with the English-speaking Canadians. The gates of Canada should be opened once more not only to British, French, and United States immigrants, but also to Scandinavians and the more desirable type of Continentals. Mr. Beatty would also admit skilled mechanics, in addition to farm hands and domestics, on the ground that Canadian industry would be handicapped without them.

Mr. Beatty continued:—"Policies which are appropriate in the case of the United States are not necessarily applicable to this country. By all means let us exclude undesirable immigrants, but admit those who in time will contribute to this country's commercial prosperity and economic strength."

—* *—

CANADIAN VIMY MEMORIAL.

Miss J. M. Farries, who is responsible for the appeal to Canadians and others in Great Britain interested on behalf of the Canadian Vimy Memorial Church Fund, has received a cheque for £5 from Mr. Bonar Law.

Miss Farries is to address the Rotary Club at Manchester on the subject on April 14.

Contributions should be sent to her, c/o Union Bank of Canada, 26, Haymarket, London, S.W.1.

After distributing \$382,000 in dividends and bonuses, \$466,440 remained to add to the profit and loss surplus, bringing that account up to the pleasing total of \$2,052,831. The company's balance sheet shows it to be in possession of working capital amounting to \$3,308,494. As to the future the president is able to state that "the orders on the company's books are as great as the orders on hand a year ago," which, again, is a sufficiently remarkable and enviable position to occupy under current conditions.

* * *

Dominion Cannery, Ltd., reports a decline in profits of over \$526,000 as compared with 1919, profits for 1920, after providing for income-tax but before deducting bond interest, amounting to only \$263,000, as compared with \$819,823. This disappointing result, it appears, was due to the exceptional conditions which disturbed business. Costs of production increased while selling prices decreased; cancelled orders and delayed deliveries amounted to \$2,000,000 and the loss on exchange incurred in respect of materials purchased in the U.S. amounted to \$200,000 in itself. Meanwhile overseas trade conditions and exchange rates interfered seriously with the export business which had previously been developing satisfactorily. After paying bond interest and preferred dividends, \$23,932 was added to the profit and loss surplus, which now stands at \$559,332. The undivided balance now stands at \$2,055,828, in addition to which reserve for insurance amounts to \$150,000. Thus, though the common shareholders must await a restoration of more stable business conditions before their capital will earn dividends, the company seems to be in a position of some strength.

INVESTMENT NOTES.

The annual reports of a considerable number of Canadian industrial enterprises are now available, and are of the more interest in view of the difficult conditions which in the autumn succeeded the general activity which ruled earlier in the year. Conditions in the steel and coal industry were uncertain and variable, but the Nova Scotia Steel and Coal Co.'s total profits from operations and investments, after providing for taxes, amounted to \$2,376,085, an increase of \$182,000 over those for 1919, though a heavy decrease from the figures for 1918. After providing for depreciation, interest and preferred dividends, the latter including payments on account of arrears in respect of the Eastern Car Co., the surplus applicable to the Common stock amounted to \$1,039,407, representing 6.93 per cent.; thus the current rate of dividend, 5 per cent., was satisfactorily earned. As a result of the year the balance at credit of profit and loss account was increased to \$3,015,868. In the course of his review of the company's operations during the year the President alludes to the great demand for coal early in the year and to the export orders which the company was in process of filling when the Dominion Government's prohibition of the export of coal put a stop to this trade, which, it is feared, is lost permanently. The output of the collieries was 633,845 tons, about 83,000 tons in excess of the output for 1919, and it is hoped that when navigation opens the company will be able to dispose of much of its banked coal, as well as the full output from the collieries. The output of steel ore from Wabana was some 52,000 tons in excess of that for 1919. Some 12,375 tons were shipped to Europe, but the depression in the steel trade both in Europe and the United States, has impeded export of iron ore. A satisfactory demand for iron and steel products continued until midsummer of 1920, and the company secured orders sufficient to keep its rolling mills in operation until the end of the year. The steel plant at Sydney Mines was, however, shut down in November, and has not yet been re-started. As to the future, the President anticipates substantial orders arising from the need by the Canadian railways of rolling stock and track material.

* * *

In view of the very high prices of raw material obtaining early in 1920 and the slump in values in the autumn, it is not surprising that Penmans Ltd., the well-known manufacturers of woollen and knitted garments, were unable to maintain the very high ratio of earnings which, for a number of years past, has characterised the annual financial statements of the company. Net profits for 1920 amounted to \$460,305, which was nearly \$1,000,000 less than the record profits of \$1,437,291 earned in 1919. Still, after paying bond interest, war taxes, and Preferred dividends, the surplus profits represented about 11.7 per cent. on the Common stock, which must be considered a satisfactory outcome of what was probably as trying a year's business as has ever been known. After disbursing 92 per cent. to shareholders by way of dividends and bonus, the profit and loss surplus was increased to \$1,045,391. As current assets exceed current liabilities by \$3,385,363, the company is in a comfortable position as regards working capital, while, at \$3,000,000, the reserve fund is only \$75,000 less than the combined total of the outstanding bonds and Preferred stock. At the annual meeting on March 7 the President, Sir Chas. Gordon, spoke with strong confidence of the company's future. The current year might prove somewhat unsatisfactory, as the return to more prosperous conditions had not yet come about, but the company, he said, was now in a position to take full advantage of any improvement. Meanwhile, he reminded the shareholders of the strong position which had been built up during past years as a result of the conservative policy pursued, as a result of which shareholders could now anticipate with confidence the continuation of dividends during any lean years which may have to be faced. This condition of affairs is one which may well provoke the envy of shareholders in many other less fortunately situated enterprises.

* * *

The remarkable results which have been achieved by the Asbestos Corporation of Canada, which arose out of the ruins of its ill-fated and over-capitalised predecessor, the Amalgamated Asbestos Corporation, have year by year been recorded in this column. The year 1920 constitutes a fresh record for the company, whose profits from operations during the twelve months, after allowing for Government taxation, amounted to \$1,661,672, a gain of \$187,000 over 1919, which was the company's previous record year. Total net revenue for 1920 amounted to \$1,786,938, and after allowing for bond interest, providing for renewals and replacements and writing off the large amount of \$315,650 as provision for exhaustion of minerals, the balance available for distribution among the holders of the company's participating preference and common stocks represented about 15 per cent. on the combined issues.

(Continued at foot of first column.)

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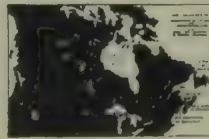
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DEPOSITS OVER 470 MILLION DOLLARS.

Lt. T. S. Critchley, R.C.N., has been appointed to President, additional, for course at Royal Naval College, Greenwich (April 21).

Miss Margaret K. Strong, M.A., chief clerk of the Ontario Department of Labour, has been appointed to the Secretariat of the International Labour Office at Geneva, in conjunction with the League of Nations.

Publicity has been given in several London papers to the

"sad plight of a war hero," whose case came before the Lord Mayor's Unemployment Committee at Hull. The old soldier, whose name was given as J. S. McDonald, was described as being "a Canadian who joined the Highlanders and was decorated with the Victoria Cross in March, 1918." No number of the Overseas Military Forces of Canada of that name, however, was awarded the Victoria Cross; nor does any McDonald appear in any list of wearers of the decoration.

Banking and Finance.

In our last issue we gave the results achieved by the Canadian Pacific Railway **C.P.R.'s** **Narrow Margin.** as cable from Montreal. They furnish eloquent evidence, if such were needed, of the stupendous difficulties with which the railway companies have had to contend in the period under review, and with which they are still faced, judging from the sensational railway estimates recently presented by the Railway Commission, and which have caused very grave concern throughout the Dominion. In the case of the C.P.R. the position is shown in a nutshell by the mere contrast of the gross and net revenue for the past year, *viz.*, \$216,644,300 and \$33,153,000—in other words, it has cost the company \$84.69 for every \$100 it has earned. Whilst the gross revenue has expanded by as much as \$39,712,300, working costs have absorbed all of this barring the insignificant trifle of \$220,000. How the working expenditure has risen during the past four years may be gauged from the fact that whilst the proportion of expenses to gross revenue in 1917 was 69.46 per cent., for 1920 it had risen by no less than 15.23 per cent. The net revenue, which was \$46,546,000 in the former year, has shrunk to \$33,153,000 for the company's last financial year. Even more disturbing is the enormous shrinkage in the surplus, which from \$12,420,900 in 1917 has declined to the bagatelle of \$450,400. It is thus shown that the higher rates sanctioned by the Railway Commission so grudgingly, and with such onerous conditions, have barely sufficed to provide the shareholders with their 7 per cent. dividend. Happily, the surplus from special income has shown a welcome recovery and amounted to \$10,966,400 for last year, and, allowing for the deduction of the sum required to bring up the total dividend to the regular 10 per cent., stands at the still substantial figure of \$18,580,300, so that the maintenance of the dividend seems assured. But the showing made by the railway itself cannot be regarded as by any means satisfactory, and although it is possible that the process of deflation which has commenced in Canada may see a reduction in the expense ratio during the current year, and that the peak in working expenses may have been at length reached, it is problematical whether the downward trend will keep pace with the reaction in gross revenue which has apparently commenced. We must await the fuller details of the full report for enlightenment as to the operations of the year under review, and the annual meeting for some indication on the part of the management as to the prospects of a recovery in the at present meagre ratio of net earnings to gross revenue.

* * *

Salvation in Co-operation.

We could wish that other Dominion institutions which have interests in the Mother Country would emulate the example of that well-known Canadian company, the National Trust Co., Ltd., and place at the disposal of British investors accounts converted into sterling. This company shows net profits for 1920 amounting to £51,950, and adding to this the balance brought forward of £12,251 and the sum of £77,054, the premium obtained on last year's issue of £102,739 new stock makes the available total £141,256. Two quarterly dividends at the rate of 10 per cent. and two at the rate of 12 per cent. *p.a.* absorbed £38,061, £82,191 was transferred to the reserve fund, £3,657 provided for Dominion Income War Tax, and £17,346 carried forward. The total capital stock subscribed is £410,958, and the reserve fund stands at the same figure. The total assets amount to £19,395,350. In his survey of post-war conditions during the period under review the president, Sir Joseph Flavell, at the recent meeting of the stockholders at Toronto, gave a very lucid exposition, from the Canadian point of view, of recent developments, which deserves the most careful attention of publicists in this country, and forms a valuable pendant of the exhaustive analyses of trade conditions which have recently been presented by the leading bankers of the Dominion.

* * *

Antidote to Pessimism.

The cautious note which has characterised the utterances of our own financiers and economists is reflected in Sir Joseph Flavell's comments upon the effects of the Great War on world trade and world conditions. Canada, like the Mother Country, is faced by many serious problems, but, in the opinion of this authority, if the Dominion "has courage, resource, and willingness to work hard and to pull together, it will win through at an earlier period than the pessimist fears. The world wastage of men and property had been on so great a scale that the process of recovery must be slow. Yet nothing had been more clearly demonstrated than the immense recuperative power of communities in which the members co-operate to secure a determined end." We advise those of our readers who desire to study post-war conditions from the Canadian point of view to obtain a copy

of Sir Joseph Flavell's speech. To the *International Economist*, called upon to shoulder a crushing burden of war debt and to suffer unparalleled taxation, it will come as a welcome tonic. There is much too much pessimism in the Mother Country today, and it is refreshing to read the views of a Canadian who is able to look beyond the immediate present and believe that in co-operation is salvation for all the war-ridden countries.

* * *

Canada's Deflation in Operation.

Nothing can more adequately reflect post-war conditions in the Dominion than these two index accounts of the Bank—return, commercial loans and deposits. It is gratifying to note that the steady ascent in the former item, which had carried the total to \$1,117,520,756 in September, began a recessional movement the next month, when the seasonal Western demand was practically over, which was continued in November and December, the figure at the end of the year being down to \$1,301,804,342, in comparison with \$1,226,962,963 in January, or a reaction of over \$115,000,000 from 1920's peak. As the commercial report of the Royal Bank of Canada for March shows, the contraction in loans is now well under way in the Dominion, and it is probable that the recession will continue as a result of the conservative attitude adopted by the banks in order to assist the process of deflation, which is now in progress all over the world. This process of liquidation, it is pointed out, will eventually result in lower interest rates. It will be remembered that the rates charged by the Canadian banks for accommodation have remained almost stationary, and, at the time the letter we are quoting from was penned, were lower than those in force in any of the commercial centres of the United States or Europe.

* * *

How it Works.

The writer points out that so far as Canada is concerned it is not, therefore, in charges for accommodation that the change in the financial situation will be witnessed, but rather in the reduced yields and increased prices of standard investment securities—a movement that would coincide with the recovery in gilt-edged securities, which has been such a feature of the month on the London Stock Exchange. In referring to the flotation of high-yield bond issues of all types in London and New York, which was induced by the easier monetary conditions at both these centres in January, this authority reminds us that a similar state of affairs on a smaller scale had been experienced in Canada, and adds that "interest rates on securities in general cannot decline until such influences cease to operate." Thus we are still suffering from the uncertainty as to the immediate outlook for money, which has, of course, been accentuated by the reduction in the Treasury Bill rate. In some quarters it had been thought possible that the Bank rate would have been lowered last week, and it is recognised that the action of the Treasury is the precursor of such a movement, although the time of its happening is still the secret of the Old Lady of Threadneedle Street. In connection with the subject of Canadian deposits, it is of interest to note that the ratio of increase in savings deposits is steadily downward, the increase in the second half of 1920 being only \$60,000,000, against \$80,000,000 in the first six months of the year, the total standing at \$1,293,007 at the end of December as against \$1,163,297,037 in January. Demand deposits, which began 1920 at \$621,408,024, and reached their highest point in October—\$687,651,781—are also on the down grade, the total at the end of December being about \$30,000,000 under the top figure of the year at \$657,496,742.

* * *

The Royal Canadian Mounted Police patrol, which has returned to Dawson, Y.T., from Fort Macpherson, brings a report that the fur catch in the Macpherson district this winter has been good.

Mr. Hugh E. M. Stutfield, lecturing at the Birmingham and Midland Institute last week on "Climbs and Exploration in the Canadian Rockies," said an interesting discovery on Mount Murchison was some fossilised tree-trunks at a height of about 9,000 ft.

Major-General MacBrien stated at the annual meeting of the Canadian Artillery Association that Capt. Robertson, a Canadian officer, of Vancouver, had invented a flashless and noiseless gun which was now being considered by the British War Office. It was a big step forward in artillery efficiency.

Sir Frederick Stupart, Director of the Meteorological Office and Observatory at Toronto, says Canada's comparatively mild climate this winter has been due to the Kuroshio or Japanese current, which has been warmer than usual, thus setting up disturbances of the atmosphere of the North which changed the course of the winds.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

R. D. (Cambridge).—Regina was founded in 1882, and named by the Marquis of Lorne (the then Governor-General) after Queen Victoria.

R. N. (Durham).—A specimen copy of *Canada* has been despatched to you. "Canada To-Day, 1921," is now in process of preparation, but will not be published for some little time yet.

A. G. (Croydon).—An auctioneer can practise in Canada on paying for an annual licence, and executing a bond, with two securities. The cost of the licence and the sum for which the sureties are liable varies in different Provinces, according to the local bye-laws.

R. M. (Quebec).—The Boat Race is rowed annually over a three mile course on the Thames between representative crews of Oxford and Cambridge Universities. Since the race was first rowed, Oxford have won 38 times, and Cambridge, who are the favourites this year, 32.

SPORTSMAN (Bristol).—The open season for Moose in the counties of Pontiac and Temiscamingue (Quebec) is from September 10 to December 3 inclusive. For information as to guides, etc., you should communicate with the Agent-General for Quebec, King's House, Kingway, London, W.C.2, or Mr. E. T. D. Chambers, Department of Colonisation, Mines and Fisheries, Quebec.

BANK.—There is a bankers' extension course at McGill University, Montreal. It includes lectures and discussions on the theory of value; the value of gold; silver as money; paper money; bank deposits and cheques; war credit and inflation; the Bankruptcy Act; analysis of a company's balance-sheet; marine insurance; and the organisation of corporations, stocks, banks, etc.

C. L. (Birmingham).—The area of the Province of Quebec was greatly enlarged by the addition in 1912 of Ungava, or Northern Quebec. Previous to that year the area of the Province was 351,780 square miles; now it is 703,000. "Few people realise the size of Quebec," said the Hon. Mr. Mitchell, the Provincial Treasurer, in a recent speech. "It is twice the size of Ontario or British Columbia, three times the size of Alberta or Saskatchewan, one fifth the whole of Canada, one fourth the whole of the United States or Australia, and larger than France, Germany, Austria and Hungary put together."

J. M. S. (Edinburgh).—At the census of 1911, the population of Canada was 7,206,643, distributed over the different Provinces and Territories as follows:—Ontario, 2,523,274; Quebec, 2,003,232; Nova Scotia, 492,338; New Brunswick, 351,880; Prince Edward Island, 93,728; Manitoba, 455,614; Saskatchewan, 428,432; Alberta, 374,663; British Columbia, 392,460; The Yukon, 8,512; North-West Territories, 18,481. In 1916 the population of the three Prairie Provinces, according to the quinquennial census taken therein, was as follows:—Manitoba, 553,820; Saskatchewan, 647,835; Alberta, 496,525. Total, 1,698,220.

Curious (Moncton).—Temple Bar was the name of a gateway which till 1878 marked the London city boundary, standing near the site of the modern Law Courts in Fleet Street. It was the custom of the King, when visiting the City, to ask admission formally at the closed gate, and to be admitted by the Lord Mayor. From time to time it was also adorned by the heads of the more unfortunate political prisoners. The London Society have been endeavouring to have Temple Bar, which was removed to Theobald's Park, in Essex, restored to the vicinity of its old situation, but Sir Hedworth Meux, the present owner of the property, is not disposed to sanction this.

DEVELOPING NORTHERN MANITOBA.

In recommending to the Manitoba Legislature the construction of a railway from The Pas to the Flin Flon mining property by the Provincial Government, Dr. R. C. Wallace, Commissioner for Northern Manitoba, points out (says a Winnipeg correspondent) that traffic with the ore already blocked out, which is estimated at 16,000,000 tons, will be provided for 33 years after the railway is begun.

Traffic will consist of haulage of machinery for smelter and mine and structural material for developing and transmitting 10,000 h.p. for use in the mine over a distance of 55 miles and supplies for the town and mine. The property, the Commissioner asserts, will employ 1,000 men and build up a town of 4,000 people, which would contribute considerable passenger traffic.

A new stage will be reached in the development of the natural wealth of the Province through the stimulating of mining development with the advent of the railway. A mineral district of great promise will be opened, and capital will be readily available for its development.

The Commissioner declares that the permanent settlement of the territory will be encouraged, the fishing industry stimulated through more adequate transportation and the development of water power for mining purposes may make possible the utilisation of pulp wood areas in the northern territory.

PUBLIC NOTICES.

PROVINCE OF MANITOBA FOUR PER CENT. REGISTERED STOCK. 1950.—The Canadian Bank of Commerce gives notice that the TRANSFER BOOKS of this stock will be CLOSED from the 11th to 30th April, both days inclusive, for the purpose of preparing the half-yearly interest warrants, payable 2nd May, 1921.

C. CAMBIE, Manager.
2, Lombard-street, E.C.3,
17th March, 1921.

PENMAN'S LIMITED.

DIVIDEND NOTICE.
NOTICE is hereby given that the following Dividends have been declared this day for the quarter ending 30th April, 1921. On the Preferred Stock, one and one-half per cent. (1½ per cent.) payable on the 2nd day of May to Shareholders of record of the 21st day of April 1921. On the Common Stock, two per cent. (2 per cent.) payable on the 16th day of May to Shareholders of record of the 5th day of April, 1921.

By order of the Board,
C. B. ROBINSON,
Secretary-Treasurer.

Montreal, Que.,
March 7, 1921.

CANADIAN CAR AND FOUNDRY COMPANY, LTD., Montreal.

Notice is hereby given that a DIVIDEND of 1½ per cent. on the Preference Stock of this Company for the quarter ending March 31 has been declared PAYABLE on April 11th, 1921, to Shareholders of record, March 25th.

By order of the Board,
A. C. BOURNE, Secretary.

ENQUIRY COUPON.

"CANADA," No. 794. March 25, 1921.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

FOR SALE.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms, eminently suitable for mixed farming, grain growing, etc.; convenient to railways, postal and business facilities.—Address enquiries, Box 555, *Canada*, Craven House, 113, Kingway, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional firms will not only bring these firms into TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory. Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Exchange Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.	G. A. Coughlin,
W. F. Chipman, K.C.	L. H. Ballantyne,
P. F. Vanler.	R. C. McMichael, K.C.
G. H. Montgomery, K.C.	P. L. Shanks,
B. O. McNulty.	F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Dominion Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atli Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL SNOWDON & BISHOP, Solicitors, 42, 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, would be glad to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wire and every description. Cables, "Allmetal," Birmingham, England.

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Wino White Manufacturers—

OBBS ZING WINE, Ltd., Widnes, Lancashire, England, T.A. "Orr. Widnes."

Capt. John Harris, of Toronto, has been appointed President of the Canadian Association of British Manufacturers.

The *Hounville Works' Magazine*, the current issue of which has been delayed in order that an account of Mr. L. J. Cadbury's New Year Party might be included, is an attractive little journal devoted to the interests of the Hounville employees, and describing their various activities and the privileges they enjoy, with notes of recent happenings in the firm. A photograph of the works, taken from the air, forms the frontispiece, and there are several other illustrations, while the number generally is very well got up.

The pig-iron production of Canada during 1920 amounted to 1,090,000 short tons, as compared with 917,000 short tons in 1919.

CANADIAN GOVERNMENT Trade Commissioners & COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to—

Argentine Republic.
B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.
D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.
A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.
E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.
E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.
J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.
H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.
Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacon.*

Holland.
George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.
W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.
A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.
W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.
W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.
L. D. Wilgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy. *Cable Address, Care Canadian, Milan.*

United Kingdom.
High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.
Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

Overseas Branch Dept. of Trade and Commerce, 1, Regent St., London, S.W.1.
J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

C. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS. Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.
Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.
C. E. Sontum, Canadian Government Commercial Agent, Grubbeg, No. 4, Christiania, Norway. *Cable Address, Sontums.*

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following:—

A correspondent in Ontario, experienced in the management of steam and electric railways, and able to furnish United Kingdom references, would be glad to act for United Kingdom manufacturers requiring a Canadian representative or sales organiser.

An important British Columbia company, packing and shipping canned salmon, and frozen and smoked fish, are desirous of exchanging correspondence with responsible United Kingdom firms prepared to purchase and handle their goods.

A Montreal firm manufacturing upright pianos and player pianos, wish to arrange for their sale in the United Kingdom.

An Eastern Canadian company, manufacturing macaroni, vermicelli, etc., in various quantities, are in a position to export, and would be glad to hear from United Kingdom buyers.

A Quebec firm invite United Kingdom wall and floor tile manufacturers who are in a position to fill orders to forward their catalogues and prices.

A Toronto firm of manufacturers' agents wish to represent, upon a commission basis, actual United Kingdom manufacturers of hosiery, underwear, woollens, dress goods and gloves.

A London firm desire the addresses of Canadian producers of Cobalt ores.

A company in Abo, Finland, wish to import flour, wheat, and rye direct from Canada, and invite offers from Canadian millers and shippers.

AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade among importers and wholesale merchants in Oversea markets, has extensive connections among English, Overseas and foreign buyers, and receives a constant stream of enquiries for agencies for Canadian productions, which are far more numerous in many lines of trade than the enquiries from Canadian firms seeking overseas agents. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Overseas representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

Savings deposits in all financial institutions in Canada amount to \$160 per head of the population of the Dominion.

COMPANY MEETING.

LAND CORPORATION OF CANADA.

The ordinary general meeting of the Land Corporation of Canada, Ltd., was held on March 18 at 91.93, Bishopsgate, London, E.C., Sir Alexander Roger, the President, in the chair.

The Chairman, in the course of his speech, said: "You will see that the profit on the year's working amounted to £4,486, as against a profit last year of £2,918. Owing, however, to the North Coast Land Company having gone into liquidation, we have been obliged to write off £4,347 in respect of our holding which was acquired some years ago. This loss is apparently a direct result of the deflation in the price of land in Canada consequent upon the war, although I am bound to say that, in my opinion, whether the war had happened or not, the deflation in the price of land was long overdue in Canada and would have happened in any event. Inasmuch as the amount of our share capital is not covered by assets at present prices, we are obliged to carry forward the balance of £3,974 to the credit of profit and loss account."

"Since I joined the board, in January, 1919, we have been very active in our management of the company's affairs. During 1919 our total realisations amounted to £8,116, and in 1920 our total realisations amounted to £12,379. We have deliberately pursued this policy of realisation, with the result that we now have in our assets some £31,000 of Government securities and cash. We are thus in a very strong financial position, and are quite ready to take advantage of opportunities which are bound to happen during this present period of depression. You will be interested to hear that we sold our holding in Atlantic Sugar Refineries just at the right time. If we had held the investment for a month longer the profit of £2,564 would have entirely disappeared and a loss taken its place."

"Last year I ventured to state that there were signs of improvement in Canada, but unfortunately they disappeared as the slump in trade grew. It is early in the season again to make any remarks on the subject, but we are advised that there are signs of improvement, which I sincerely hope will be realised during the current year. The year 1920 was a year of dull, unremitting labour, all directed towards consolidating our position, and, in spite of the extraordinary bad times we have passed through, I think I am within the mark when I say that the position of the company generally has radically improved."

After some discussion, during which a shareholder expressed his satisfaction with the full information which the shareholders were now accustomed to receive from the President, the report and accounts were unanimously adopted.

ENGLISH ELECTRIC COMPANY AND CANADA.

The announcement is made that Mr. Gordon F. Perry, President of the National Iron Corporation, Toronto, has been appointed by the English Electric Company to be Chairman of their Canadian Board.

The English Electric Company are the largest manufacturers of electrical machinery and equipment in the British Empire, and one of the most powerful industrial enterprises of the world. Their board includes Sir Charles E. Ellis, Managing Director of John Brown & Co.; Sir Alexander Gracie, Director of Cammel, Laird & Co.; Mr. Bernard Firth, Chairman of Thomas Firth & Sons; Mr. W. L. Hichens, Chairman of Cammel, Laird & Co.; Mr. John Sampson, C.B.E., Director of Harland & Wolff, Ltd.; Sir John Mansell, K.B.E.; Mr. Percy J. Pybus, C.B.E.; and Lord Meston, K.C.S.I.

The appointment of Mr. Perry, it is understood, forecasts the establishment of manufacturing facilities and other important extensions of this company's activities in Canada.

Greater activity is now manifested in business circles throughout the Dominion.

CANADIAN REPRESENTATIVES
IN LONDON.

Dominion of Canada.

High Commissioner's Office.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir GEORGE H. FRASER, K.C.M.G. Secretary, Mr. W. L. GURVEY. (Telephone: Victoria 3360.)
 Immigration Office.—Superintendent of Emigration, LUTHER COLE, J. One, Sutton, 1, Regent Street, S.W.1. (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—Mr. F. C. WARD, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—Mr. JOHN HOWARD, 57, Pall Mall, S.W.1. (Telephone: Regent 229.)

Province of Ontario.

Agent-General.—163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—LIEUT.-COL. E. PILLATIER, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5512.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir EDGAR R. BOWRING, 68, Victoria Street, S.W.1. (Telephone: Victoria 3302.)

CANADIANS IN LONDON

Arranged Alphabetically.

B

Barber, Harry R., Montreal—First Avenue Hotel.
 Benning, J. J., Montreal—First Avenue Hotel.
 Breden, Miss Helen, Toronto—41, Beckenham Road, Beckenham, Kent.

C

Clarke, W. McL., Mrs., and Master, G. F., Ottawa—Regent Palace Hotel.
 Cockburn, Mrs. W. A., and the Misses Helen and Emily, Toronto—41, Beckenham Road, Beckenham, Kent.
 Collard, Col. E. C., Duncan, B.C.—Berners' Hotel.

SHAFESBURY HOTEL.

Top of St. Martin's Lane.
 In the centre of all theatres,
 One Price. No Extras.

7/6

Cunningham, F. H., and Mrs., Vancouver—Regent Palace Hotel

E

Ewing, J. Armitage, K.C., Montreal—Waldorf Hotel.

K

Kidman, Arthur, and Eric, Vancouver—c/o Union Bank of Australia, 71, Cornhill.

Mac

MacLaren, R. J., Vancouver—Morton Hotel, Southampton Row.

M

Massey, Lt.-Col. F., Montreal—British Empire Club.

PRIVATE SOCIAL TOURS

(For Ladies and Gentlemen).

APRIL 26. SPAIN and TANGIER.
 Seville, Granada, Madrid, Algeciras, etc.
 5 weeks 125 gns.

June 2. LAKES—Italian and Swiss. 21 days 49 gns.
 Organised by MISS BISHOP, F.R.G.S.,
 159, Auckland Road, Upper Norwood, S.E.19.

P

Pithblado, E. B., Winnipeg—Queen's College, Oxford.

Polson, Neil C., Montreal—Imperial Hotel.
 Pottinger, Col. E., Vancouver—17, Babbage Road, Herne Hill, S.E.24.

R

Risteen, Mrs. G. F., Vancouver—37, Queen's Gate Gardens.

S

Sear, Miss J., Montreal—First Avenue Hotel.

T

Thomas, A. V., Tenterden, Kent.
 Topping, Mrs. T., Chancellor, Alta—First Avenue Hotel.

W

Wood, Rev. F., and Mrs., Toronto—Devonshire House Hotel.

MANITOBA'S SAVINGS BANKS.

It is expected that the Provincial Savings Banks in Manitoba will be able to finance all rural credits and farm loans during 1921. It is anticipated that over \$3,000,000 will be required for these two items during the present year. The growth of the rural credits movement has corresponded to that of the savings banks. Fifty-eight operated in Manitoba last year. It is expected over 100 will be organised before the end of the year. Loans for 1920 totalled \$1,460,000.

— * * —

COURT THEATRE.

All lovers of Shakespeare must be grateful to Mr. Fagan for producing the second part of "Henry IV.," which is so seldom staged. He is to be congratulated on the scenery, which he designed, and on the good cast he has got together. Mr. Alfred Clark's Falstaff is very good indeed.

ROBERTS & SHORT

NAVAL, MILITARY,
 SPORTING AND CIVIL
 TAILORS.

4 & 6, BURY STREET, ST. JAMES',
 LONDON, S.W. 1 (OPPOSITE ST. JAMES' THEATRE).

Canada's cement production in 1920 was 6,498,000 barrels, as against 4,613,000 barrels in 1919, an increase of 40 per cent.

The Imperial Tobacco Co. of Canada, which manufactured the cigarettes for the Prince of Wales during his tour of the Dominion in 1919, has been granted a royal warrant as tobacconists to his Royal Highness.

Apart from much of direct interest to railway readers, the *Canadian National Railway Magazine* contains a description of the valley of the St. John and the C.N.R. southern route from Toronto to Port Arthur, and a fictitious sketch, by John Arthur, based on facts in connection with prehistoric days in Alberta.

LADIES' HAND BAGS in Great Variety.

GENTS' LETTER WALLETS, WRITING
 CASES, DRESSING CASES, etc.

Fancy Articles of Every Description.

T. HOUGHTON, Ltd., Leather Goods and
 Cutlery Specialists.
 76, OXFORD STREET, LONDON, W.

In *Overseas* F. A. McKenzie tells the life-story of Dr. Alexander Graham Bell, "the man who invented the telephone"; A. MacCallum Scott, M.P., writes on "Mr. Winston Churchill at the Colonial Office"; Ronald Storrs, the Governor of Jerusalem, on "Jerusalem To-day"; and George D. Abraham on "The Great Attack on Mount Everest."

In *Toilers of the Deep*, Walter Wood (the editor) writes on "The Nation's Debt to the Fishermen"; Dr. J. L. Nisbet on "Religious Work in Iceland." Among the announcements in connection with the Mission to Deep Sea Fishermen is a letter from Sir Edgar Bowring, High Commissioner for Newfoundland in England, intimating a donation of \$5,000 to the Grenfell Mission, in appreciation of the great work which Dr. Grenfell is carrying on.

AMERICAN PLATELESS
DENTISTRY.

Highly Recommended by the Profession.

Mr. G. MURRAY BARKER,
 10, Duke St., Manchester Square
 (nr. Selfridges). W.1. Tel. Mayfair 1959

STEAMSHIP SAILINGS.

C.P.O.S.

Liverpool to St. John.

Friday, April 1.—*Corsican*.
 Friday, April 8.—*Empress of France*.
 Tuesday, April 12.—*Melita*.

Liverpool to Quebec or Montreal.

Wednesday, April 20.—*Minnedosa*.
 Friday, April 22.—*Metagama*.
 Saturday, April 30.—*Empress of Britain*.

Friday, May 6.—*Victorian*.

Wednesday, May 11.—*Empress of France*.

Friday, May 13.—*Melita*.

Friday, May 20.—*Minnedosa*.

Wednesday, May 25.—*Empress of Britain*.

*Three-class steamers.

Glasgow to St. John.

Saturday, April 2.—*Tunisian*.

Glasgow to Quebec and Montreal.

Wednesday, April 20.—*Pretorian*.

London to Quebec and Montreal.

Tuesday, May 3.—*Scotian*.

Tuesday, May 17.—*Tunisian*.

Southampton to St. John.

Friday, April 1.—*Victorian*.

Southampton to Quebec and Montreal.

Wednesday, April 27.—*Scandinavian*.

Cunard Steamship Co.

Liverpool to Halifax or New York.

Tuesday, March 29.—*Carmania*.

Saturday, April 9.—*Albania*.

Southampton to New York.

Saturday, March 26.—*Mauretania*.

Saturday, April 2.—*Aquitania*.

Saturday, April 16.—*Imperator*.

WINES, SPIRITS AND CIGARS
AT WHOLESALE PRICES
SPECIAL OFFERS!!!

List of Stocks on application.

IMMEDIATE DELIVERY: 'Phone City 589.

UNION OF COMMERCE, Ltd., Dept. C,
 2, LAURENCE POUNTNEY HILL, LONDON, E.C.4.

London to Halifax.

Thursday, March 31.—*Saxonia*.

Saturday, April 16.—*Caronia*.

White Star Line.

Southampton to New York.

Wednesday, April 6.—*Olympic*.

Wednesday, April 20.—*Adriatic*.

Wednesday, May 4.—*Olympic*.

Liverpool to New York.

Wednesday, March 30.—*Cedric*.

Friday, April 8.—*Vedic*.

Saturday, April 16.—*Celtic*.

Saturday, April 30.—*Cedric*.

Red Star Line.

Southampton to New York.

Friday, March 25.—*Kroonland*.

Friday, April 1.—*Zeeland*.

White Star-Dominion Line.

Liverpool to Quebec and Montreal.

Thursday, April 21.—*Canada*.

Thursday, April 28.—*Vedic*.

Saturday, May 7.—*Megantic*.

Thursday, May 26.—*Canada*.

Manchester Liners.

Manchester to St. John and Halifax.

Saturday, April 2.—*Manchester Hero*.

Letters, parcels and newspapers are due by direct mail from Canada by the R.M.S. *Metagama* and *Caronia* to-day, and by the *Empress of France* next Friday.

Letters only via New York are due by the R.M.S. *Olympic* to-day; the *Aquitania* on March 29.

The new twin-screw s.s. *Vedic*, of the White Star-Dominion line, which carries third-class passengers only, has been placed on the direct Canadian route, and will leave Liverpool for Quebec on Thursday, April 28; minimum rate £18 15s. per adult.

— * * —

The Province of Quebec supplies 8 per cent. of the world's asbestos requirements. The Dominion of Canada is paying off the \$25,000,000 loan due in New York on April 1.

FURNESS LINE.

REGULAR DIRECT SAILINGS BETWEEN

LIVERPOOL { ST. JOHN'S, N.F., AND HALIFAX.
BALTIMORE.
BOSTON.
NEWPORT NEWS AND
NORFOLK.
GLASGOW—PHILADELPHIA.

LONDON { HALIFAX
PHILADELPHIA.
NEWPORT NEWS AND
NORFOLK.
MANCHESTER—BALTIMORE.

LEITH { PHILADELPHIA.
NEW YORK.
BALTIMORE.
DUNDEE—NEW YORK.
CARDIFF—NEW YORK.
HULL—MONTREAL.

For Rates of Freight and Passage, and further information, apply to FURNESS, WITHEY & CO., Ltd.

Royal Liver Building, LIVERPOOL; Billiter Street, LONDON, E.C.; St. Vincent Place, GLASGOW; Zetland Buildings, MIDDLESBROUGH; Atlantic Chambers, LEITH; Cymric Buildings, CARDIFF; Milburn House, NEWCASTLE-ON-TYNE; or NEW YORK, NEWPORT NEWS, BALTIMORE, PHILADELPHIA, BOSTON, HALIFAX, ST. JOHN, N.B., SYDNEY, C.B., MONTREAL, ST. JOHN'S, N.F.

NEWFOUNDLAND

The Norway of
The New World.

A LAND OF SURPASSING BEAUTY AND RARE INTEREST FOR THE TRAVELLER.

For the Photographer, the Artist, and the Lover of the Beautiful in Nature, its attractions cannot be exaggerated. Its Dependency, LABRADOR, exceeds in its picturesque natural panoramas the much-praised Fiords of Norway.

THE SPORTSMAN'S PARADISE.

Abounding in game of the finest in fin, fur and feather. Lordly Caribou in countless herds. Rivers teeming with salmon. Lakes filled with trout. Forests alive with birds and furry creatures. All sport free except Caribou hunting, which requires a licence fee of \$50 (£10), and salmon fishing, which involves a rod tax of \$10 (£2).

FOREST, MINE, AND FARMLAND WEALTH.

Splendid opportunities to acquire lands for Farming, Mining,

Lumbering and Pulp and Paper Making on reasonable terms, with generous concessions from the Government of Newfoundland in the way of free entry for all machinery and equipments requisite in establishing new industries.

Copper and Iron Mines in active operation

Saw Mills cutting extensively of lumber for export.

Two of the world's largest **Paper Mills** recently established.

For further information apply to the Hon. SIR EDGAR R. BOWRING, Kt., High Commissioner for Newfoundland, 58, Victoria Street, London, S.W.1.

A number of descriptive booklets issued by the Reil Newfoundland Company have been placed in the hands of Messrs. Thomas Cook and Son for distribution.

Annual Subscribers to "CANADA" are entitled to full replies by letter to enquiries which they may address to the Editor.

A form for subscriptions to "CANADA" with full particulars of cost will be found on page 385 of this issue.

Raise Food in Canada.

The Family which raises its own food is Independent.

CANADA'S
Wheat Crop in 1920

was 100,000,000 bushels more than in 1919.

Will you help, either as farmer or farm labourer, to
make it still greater in 1921?

For full information apply to:
SUPERINTENDENT of EMIGRATION for CANADA, 1, REGENT ST.,
LONDON, S.W.1.

or to the nearest Canadian Government Emigration Agent at any of the following addresses: 48, Lord Street, Liverpool; 139, Corporation Street, Birmingham; 52, Baldwin Street, Bristol; Canada Chambers, Museum Street, York; 107, Hope Street, Glasgow; 116, Union Street, Aberdeen; 17-19, Victoria Street, Belfast; 44, Dawson Street, Dublin; 54, Castle Street, Carlisle; Market Place, Peterborough; 310, High Street, Bangor, Wales. Or to any Licensed Booking Agent.

CANADA'S GRAND TRUNK RAILWAY SYSTEM

CANADA'S GRAND TRUNK RAILWAY SYSTEM

connecting with

The Canadian National Railways.

☐ Ocean Tickets issued by all Atlantic Steamship Lines.

☐ Rail Tickets issued to all points in Canada and United States.

☐ Passengers met on arrival and all assistance given.



THE INTERNATIONAL LIMITED,
CANADA'S TRAIN DE LUXE.

☐ Through Bills of Lading issued to Montreal, Toronto, Winnipeg, Vancouver, Chicago, Detroit, St. Paul, and all principal points in Canada and United States.

Through Trains to Montreal, Toronto, Winnipeg, Regina, Saskatoon, Edmonton, Vancouver, &c.

THE CANADIAN EXPRESS COMPANY

handle Packages, Live-stock, etc., by Mail Steamers in connection with the Grand Trunk Railway System.
Money Orders issued, payable in Dollars and Cents.

WRITE FOR ILLUSTRATED BOOKLETS FREE.

EUROPEAN TRAFFIC OFFICES:

LONDON, S.W.1	...	17-19, Cockspur Street.
LONDON, E.C.3	...	44-46, Leadenhall Street.
LIVERPOOL	...	20, Water Street.
GLASGOW	...	75, Union Street.
PARIS	...	47, Rue Cambon.

H. DEER, Secretary,
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